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EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHANGHAI SHOPKEEPERS DENOUNCED.

Shanghai, January 15.

The British Assessor, Mr. Grant Jones, in the Mixed Court, denounced the shopkeepers refusing to pay their taxes as "rogues." The three charged must pay the rates and costs. Nine others were sentenced to pay the taxes plus cost of the summonses. Collections are now regular.

SINGAPORE CONTROLLING RICE.

Singapore, January 16.

The Government, through its desire to ensure that every person, poor as well rich, obtains the same allowance of rice regularly at the same price, has decided, after consultation with the Rice Distribution Advisory Committee, to distribute supplies by householders' cards. Forms will be issued shortly. Eighteen depots are to be opened, called District Rice Offices.

THE DONGOLA.

Singapore, January 16.

The transport Dongola arrived last night. Troops go aboard to-day.

CHARTER PARTY CASE.

IMPORTANT JUDGEMENT.

An important and very interesting judgement was delivered at the Supreme Court this morning, this being the Full Court's decision on the appeal in the charter-party case respecting the charter of the s.s. Castlefield. A separate judgement was delivered by all three judges—Sir Havilland de Saumarez, Sir William Rees Davies, K.C., and Mr. Justice Gompertz.

It will be remembered that there was an original action, claiming damages for breach of a charter-party, chartering the steamship Castlefield and dated September 26, 1918. Toong Yue, a Shanghai ship-owner and broker, agreed to charter the vessel from the Castlefield Steamship Company for twelve months at the rate of \$45,000 per calendar month. The action arose on the question of the delivery of the vessel, the plaintiffs (the Castlefield Company) contending that delivery should not have been given until December 27, 1918, and the defendant (Toong Yue) claiming that he should have been given delivery on December 18. As he did not take up the charter on the ground that delivery was late, the Castlefield Steamship Company sued him for damages, and the Chief Justice gave judgement in favour of the plaintiffs. He decided that December 27 was the proper date and awarded damages to be assessed by arbitration. The defendant then brought the appeal action against that decision.

The Hon. Mr. H. E. Pollock, K.C., and Mr. C. G. Alabaster, (instructed by Messrs. Hastings) appeared for the appellant and Mr. E. H. Sharp, K.C., and Mr. F. Eldon Potter (instructed by Messrs. Deacon, Looker, Deacon and Harston) represented the respondents.

The issue in the appeal was one entirely of fact—whether delivery should have been given by December 18 or not until December 27. Sir Havilland de Saumarez said that a decision depended entirely on a right understanding of the negotiations between the parties and that the dispute was entirely as to the deduction to be drawn from the words of the Charter-party and the surrounding facts. There was no question of law involved. Sir Havilland went on to review the facts in detail, holding that the appeal should be dismissed with costs and the judgement of the Court below confirmed.

The Chief Justice, in a nine-line judgement, said that the appellant had failed to convince him that he was wrong in his previous judgement, and Mr. Justice Gompertz, in the course of a long judgement, was

GOVERNMENT HOUSE

His Excellency the Governor

last evening entertained the Court of the University of Hongkong and the Graduates at a banquet given in their honour at Government House on the occasion of the University Annual Congregation.

The guests present were: Hon. Mr. C. Severn, C.M.G. (Pro-Chancellor); Professor G. P. Jordan (Pro-Vice-Chancellor); the Right Rev. the Bishop of Victoria; His Hon. Sir William Rees Davies, K.C.; Hon. Mr. J. H. Kemp, K.C.; Hon. Mr. W. Chatham, C.M.G.; Hon. Mr. E. Hallifax, O.B.E.; Hon. Mr. E. H. Sharp, K.C.; Hon. Mr. E. Lau Chu-pak; Hon. Mr. Ho Fook; Sir Robert Ho Tung; Sir Ellis Kadoorie; Mr. E. Ralphs; Dr. C. W. McKenny; Mr. N. J. Stubb, O.B.E.; Professor K. H. Digby; Mr. Ng Hon Tsz; Mr. S. W. Tso; Prof. H. G. Earle; Mr. Ho Kom-tong; the Rev. Dr. T. W. Pearce; Mr. Chan Kang-yu; Mr. Chau Siu-ki; Mr. R. Ponsbury-Fane; Professor A. G. Warren; Mr. N. B. Mackintosh; Mr. Chien Hung-van; Mr. Wong Fook-han.

His Excellency this morning received a deputation representing the Indian Community of the Colony, who waited on His Excellency to ask His Excellency to transmit, on their behalf, a telegram to His Majesty the King containing an expression of their loyal gratitude for the passing of the Government of India Reform Bill. The members of the deputation were:—Mr. A. F. Arculli, Mr. Abdulhoosen Abdoolrahim, Mr. H.M.H. Nemazee, Mr. J. Haskum, Mr. M. Lokoomall, Mr. Mahan Singh, Mr. V. Curreem.

SHIP ASHORE.

The s.s. Hong Wan I is ashore near Amoy and is reported to be in a dangerous situation. The Kowloon Dock Company has sent a salvage party to the scene and to-day the tug Taikoo, from Taikoo Docks, is also leaving for the scene of the mishap.

It is probable that the salvaging will be done by the Kowloon Dock party and the towing, if the vessel is got off, by the Taikoo.

also of the opinion that the appeal should be dismissed with costs. He expressed obligation to the Counsel on both sides for the clear and able presentation of the case.

A costs certificate for two Counsel was granted. The Castlefield Company has therefore been unanimously upheld, and the damages are now being subjected to arbitration. It is expected that a sum of fully \$500,000 is involved.

UNIVERSITY OF HONGKONG.

CONFERRING OF DEGREES YESTERDAY AFTERNOON.

INTERESTING SPEECHES BY DR. JORDAN AND MR. SEVERN.

Nineteen graduates in medicine and engineering obtained their degrees at the Fourth Annual Congregation of the Hongkong University, which was convened yesterday afternoon. Honorary degrees were also conferred.

A numerous retinue of visitors, which included many prominent representatives of the European and Chinese communities, were interested in the proceedings which commenced after tea had been served in the Old Union common room of the main University Building. At the hour of 5 p.m. the procession of members of the Court, Council and Senate of the University attired in their academic robes and caps, filed into the Great Hall, where the congregation was convened. His Excellency the Governor, as the Chancellor of the University, led the way to the dais, and he was followed by the members of the Governing Body in the following order: The Mace Bearer, Hon. Mr. Claude Severn, C.M.G., the Pro-Vice-Chancellor, (Dr. Jordan), the Dean of the Faculty of Medicine, the Dean of the Faculty of Engineering, and the Registrar of the University. The full order of the procession was as follows:—

His Excellency the Chancellor, The Mace Bearer, Hon. Mr. Claude Severn, C.M.G., the Pro-Vice-Chancellor, (Dr. Jordan), the Dean, Faculty of Medicine, the Dean, Faculty of Engineering, the Registrar, 1. Sir William Rees Davies and H.E. Major General Ventris.

2. R. R-v. Bishop P-zzini and R. Rev. Bishop of Victoria. 3. Hon. Mr. E. R. Hallifax and Hon. Mr. W. Chatham. 4. Hon. Mr. H. E. Pollock and Hon. Mr. J. H. Kemp. 5. Hon. Mr. Lau Chu Pak and Hon. Mr. E. H. Sharp. 6. Mr. R. O. Hutchison and Mr. E. D. C. Wolfe. 7. Hon. Mr. Ho Fook and Sir Robert Ho Tung. 8. Hon. Mr. S. H. Diddwell and Dr. C. W. McKenny. 9. Mr. Ho Kom Tong and Mr. Chau Siu Ki. 10. Mr. E. Ralphs and Sir Ellis Kadoorie. 11. Mr. Ng Hon Tsz and Mr. Ross Thomson. 12. Professor K. H. Digby and Professor K. Brayshaw. 13. Mr. Tso Si Wan and Professor F. A. Redmond. 14. Professor W. Brown and Professor G. T. Byrne. 15. Mr. Ho Kwong and Rev. C. B. Shann. 16. Professor G. W. Ferguson and Mr. E. A. M. Williams. 17. Rev. Dr. T. W. Pearce and Mr. Lai Chi Hsi. 18. Dr. W. V. M. Koch and Mr. A. Tai Tin. 19. Mr. H. B. L. Dowbiggin and Mr. F. P. Talat. 20. Mr. de Fenton and Mr. C. W. M. Bion.

DR. JORDAN'S SPEECH.

As the procession entered the Hall the Band of the 2nd Wiltshire Regiment rendered Alford's "The Great Little Army." When His Excellency the Chancellor had taken his seat, and declared the Congregation open, the band gave a very effective rendering of the University Anthem. At the conclusion, Dr. Jordan, in welcoming the Governor, said:—

Your Excellency, My first very pleasing duty at the opening of this, the fourth Annual Congregation, is to welcome you, Sir, on presiding for the first time as Chancellor of our Congregation and to express our confidence that the University will continue to progress more and more under your able guidance.

It is very melancholy to realise that during the short life of the University several of those who had taken great interest in it have passed away. It is with the

deepest regret that I have to record the passing away of another benefactor—the late Mr. Chan Kai Ming. His name will ever be associated with the history of the University, while his benefactions will ever remain for the good of present and future generations of students. The School of Pathology bears his name as donor, while six scholarships in the University are also associated partly with his name. A keen business man, he yet found time to be connected in many ways with public affairs in the Colony. Whether as a Justice of the Peace or as a member of the Sanitary Board, or the District Watchmen's Committee, or on the Board of the Tug Wah Hospital, he has done good work for the Colony, so that his untimely death becomes a great loss, not only to his bereaved family and to the University, but also to the Colony.

The fear I expressed at the last Congregation that we might not have another opportunity of hearing the useful and quiet address of Sir Charles Eliot as Vice-Chancellor, has, I regret to record, been only too fully realised. The Court, the Council, the Senate, the graduates and under graduates of this University are no doubt deeply sensible of the great gap caused in the office of Vice-Chancellor by the resignation of Sir Charles Eliot on his call to fill the high office of Minister to the Court of Tokyo. We recognise that it is largely to his great influence and his great personality that the Hongkong University has been made known not only to the North and South but also to the East and West and disseminated through the four winds of the Far East. It might well be said that the prestige of the University has been greatly built on his shoulders and therefore we must realise that the University has greatly suffered by his exit to a higher sphere. Nevertheless we extend to him our hearty congratulations on being appointed to so high an office and we wish him continued success in the direct service of King and Country.

At our last Congregation I was privileged to make a short statement as to our urgent requirements, if we desired to continue our existence as a University and not to be left behind in the race for education. That appeal was most ably supported by the almost classical speech of our honorary graduate, Dr. Lim Boon Keng. One of the points emphasised in my remarks was the immediate necessity for an increase in our whole time staff to carry out more fully the work being done by our part-time lecturers. This is now being accomplished. Amongst recent appointments we have Professors in Physics, in Chemistry, in Lectures in Mechanical and Civil Engineering, in Biology, in Political Economy, in Mathematics, and in English, as well as a lecturer in English largely to meet the requirements for pre-matriculation work. It must be remembered, however, that a certain number of our staff are about to proceed home on their well-earned leave after six years work over the war period, while at the same time doing their duty in the Defence Corps. Two fresh appointments will make it possible in the near future to establish a fourth faculty, the Faculty of Science, which is much looked for to-day by students. The appointment of a whole time Registrar has also to be noted and this has enabled important academic and financial work to be started in the administrative department of the University.

It is unnecessary to go into details on any of the other needs of the University, as much as

the Pro-Chancellor has a short time back brought these to the notice of the public in the meeting held at Government House in September last. When that appeal takes an active form are trust that the public, realising the importance of the work, will give their deep consideration and effective response. Now that the great war is over we can calmly reflect on the lessons it may have taught us. It has taught us the value of University education. The war has proved beyond doubt the great value of education.

Our great generals from the outset of the war began to realise the great need of education in one form or other among the troops, so much so that great schools were immediately formed in the training camps and other centres; hence we hear of the Khaki University. In an army order at home the very remarkable statement will be found that not only is education invaluable but it is an essential element in the training of a soldier and an army. Sir Henry Wilson, the Chief of the Imperial General Staff, has publicly stated that had it not been for the great help in research work and the great help in the way of materials from the Universities, from the University laboratories, and from the educational establishments of the Empire, "we soldiers could not have won the war." While great individual and collective valour has been conspicuous throughout the war, these other things have been simultaneously at work. The war has never been equalled before in the sense that it has been a scientific war, a war of science which has called forth many important, many great and wonderful developments of science. What better example do we want than the case of the multitudinous developments and discoveries which led to modern aerial warfare? Again we have had great discoveries to fight against and neutralise the effects of gas warfare, and last but not least we had that wonderful machine the submarine to contend against and the many scientific discoveries this has involved will make history. Thus in a University such as ours, having three faculties to deal with, Medicine, Engineering and Arts, each one of these has been actively concerned in the great war. The great financial problem, the great economics of the war, the great discoveries of science and chemistry and the great advances in prevention and treatment of injuries and disease have concerned the three faculties I have named. Can we at the gates of China withhold all this knowledge from the Great Republic? Can we be callous to the requirements of our friend and neighbour seeking help and guidance? Can we withhold supplying her with teachers to carry on her own education or can we refuse to give her manhood the ground work of education based on British principles and morals? The people of China are no longer ignorant of the possibilities of attaining larger things for themselves through the benefits of education. It is no longer a case of individual study and the passing of any one literary examination, but they are now seeking to be proficient in different branches of learning; they are passing from individual study to the collective methods of organised schools of instruction. The new rise of patriotism among the students of China portends the beginning of a new educated life among the people. In the interests of both nations we cannot be indifferent to all this. The University of Hongkong has now passed the stage of local interest alone; it combines both local and Imperial interest and as such calls for help from both sources. Who can tell what the four walls of this University may bring forth in the next quarter century in the way of men to develop that unexplored land of the wonderful and great Republic of China? Why should we not have a Chinese Kitchener or Haig, or why not a Chinese Jellison or Beatty, starting life within these four walls?

From the Southern provinces this Colony has produced a Dr. Wu Ting Fang and a Dr. Sun Yat Sen, both of whom may be called Hongkong boys. We hope soon to see a man to reflect honour on our name.

of our undergraduates from the North. We have in these two men examples of those who, originally trained under British guiding influence, have maintained what the University holds to be one of the great principles and arguments in its favour, namely that while we are prepared to give the undergraduate a sound education based on British lines equal to anything at home, he is at the same time able to retain all those grand national instincts of patriotism which teach him that under all conditions he owes allegiance to the land of his birth.

Mr. Chancellor, it is particularly gratifying to me to-day to be in the proud and unique position of presenting for the honorary degree of this University two well known and most distinguished gentlemen rulers of this Colony. It is unusual to confer hon. degrees on those not present to receive them, but at this distance from the homeland exceptions have been found necessary in the cases of those who would be unable to come out to Hongkong. We have already made some exceptions in previous years and to-day I am asking, Sir, for another exception in the case of Sir Henry May, our late Governor, whose brilliant record is well known in this Colony. An honour graduate in Arts of the University of Dublin, he has the distinction of holding the honorary degree of LL.D. of his alma mater. He first came to Hongkong as a cadet in 1881 and soon held various appointments as Registrar General, Assistant Colonial Secretary, private secretary to various Governors, and Colonial Treasurer, till he became in 1893 Captain Superintendent of Police when he made his mark in that office. It was in the year 1894 that Hongkong was first stricken with that great scourge Bubonic Plague. It was then that Sir Henry May first showed his great organising capacity in forming that band of volunteers to carry out the house to house visitation. This was mainly instrumental in combating the terrible onslaught of the disease which threatened to decimate the population. For the great services rendered here he was specially thanked by the Home Government. Following on this came "the great coolie strike" and again here he showed his conspicuous ability in the way he handled the problem and brought the strikes to an end. For these two events he won his first honour of C.M.G. In 1897 he was knighted the "Police Scandal" and with consummate courage and skill he removed the trouble and set about reorganising the Police Force. In 1902 he became Colonial Secretary and thrice administered the Government of Hongkong with great ability and to the complete satisfaction of the entire community, so that in 1909 he received the honour of K.C.M.G. His first break with the Colony, after a continuous service of 20 years, occurred in 1911 when he was appointed Governor of Fiji and High Commissioner for the West Pacific. On the retirement of Sir Frederick Lugard from the Governorship of Hongkong, the voice of the Colony was almost unanimous in asking for the appointment of Sir Henry May as successor, and he was appointed in 1912. A strict disciplinarian, possessed of great organising and constructive ability, of indomitable energy and enthusiasm in anything he took in hand, he pressed heavily on the loiterers.

As a scholar he showed great aptitude for languages. He possessed a good knowledge of French and German and was able to converse freely in these. In Chinese he was not only familiar with the written language but was able to converse fluently in both Cantonese and Peking dialects.

Especially would I lay stress on the very great interest he has always taken in public education in the Colony. For several years he held the office of Rector of the Hongkong College of Medicine, which was the base on which this University has been built up, and *ipso facto* as Governor he became our second Chancellor, filling that office with great dignity and value to the University. The worthy son of a most distinguished father, to honour a man is to reflect honour on his name.

TO-DAYS EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s. 7/4d.

DON'T FORGET.

TO-DAY.

Theatre Royal—Russian Opera Co. present "Traviata" at 3.15 p.m. and "Cavalleria Rusticana" and "Pagliacci" at 9.15 p.m.
Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—8.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

I have now only to ask you, Sir, to confer on Sir Francis Henry May the honorary degree of Doctor of Laws *honoris causa*. Mr. Chancellor, in 1912 Hon. Claude Severn arrived in the Colony to fill the office of Colonial Secretary, bringing with him a most brilliant record of services rendered in the S.S. and F.M.S. Having received his primary education in Adelaide, he proceeded to England and, entering Cambridge, in due course he graduated in Arts in 1890. His first employment was in the Hongkong Office from 1891-92 where he was one of the Oriental was no secret that he soon came out as Private Secretary to the Governor of the Straits Settlements in 1894. From 1895 to 1899 he held various appointments in the Federated Malay States and was Secretary to the High Commissioner in 1911. It was evident from this that Mr. Severn was a marked man, for on the first big vacancy in the plum of the Colonial Service we find him in Hongkong as Colonial Secretary, and very shortly after he has the honour of administering the Government of this Colony in March of the same year. Besides this, he has on three other occasions administered the Government, the last occasion being on the illness of Sir Henry May from September, 1918 to September, 1919. During these long periods of his administration he has shown not only conspicuous ability but that pronounced tact and judgement which have branded him as a successful administrator and paved the way for further rapid progress. Many most difficult problems have fallen on his shoulders during his administration and every one of these has been handled in the most masterful manner; and thus he has tied over most critical times in the history of the Colony. In 1917 he received the distinction of C.M.G.

I would specially speak of his close connection with this University and the great debt it owes him. The thanks of the University are in the first place due to him, for having, through his inspiring manner, his tactful method and persuasive eloquence, so convinced his friends of the just cause of the University that they have materially added to the funds of the University.

Our thanks are again due to him for having put forward so conclusively to the Government the case of the University and its wants as again to have helped us materially, and we may naturally hope that the very great interest he has evinced in the University through the period of his office as Pro-Chancellor will not die out, but continue to increase till he has seen our finances placed in an eminently satisfactory condition.

The thanks of the staff are also due to him for having consented to place their requirements on a satisfactory basis, so as to retain the continuance of the services of the good men we have.

Again he has at a most critical period of the life history of the University guided it wisely; so that we can now see smooth waters ahead of us and the University sailing towards the goal of safety and assured success.

NOTICES.

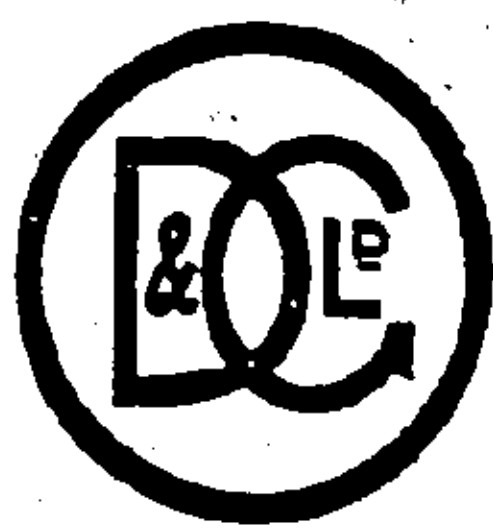
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WEATHER OBSERVATIONS IN WAR TIME.

NIGHT FORECASTS FOR ARMIES.

The 14th annual report of the Meteorological Committee for the year ended March 31 last was issued recently. It shows the considerable changes that were made in the methods of observation owing to war conditions, and also the part taken by the service in war activities.

Reports on the upper air required by the Flying Corps necessitated reports giving the result of pilot balloon ascents. Arrangements were, therefore, made for the observatories at Aberdeen, E. Kdalemuir, Valencia, Falmouth, and Benson to make regular pilot balloon ascents and to report the results by telegraph. In September, 1914, also, an application was received for special forecasts to be supplied to the military authorities at sunrise, and arrangements were made for obtaining reports from selected stations at 3 a.m., and afterwards a regular night service was inaugurated. The reports made it possible for the forecasts to reach their destination just about sunrise, in time for them to be considered before the day's work was commenced.

One of the most noteworthy features of the work of the office during the war it is stated, was the issue of information about the average pressure, temperature, and density at different levels in the upper air, prepared by Mr. W. H. Dines, F.R.S., from the observations which he himself obtained at Pytton Hill, or, subsequently, at Benson Observatory. The information was found indispensable for questions of ballistics, and for many purposes of aviation. As evidence of the immense development of the study of the upper air, the report states that whereas in 1914 observations with pilot balloons were confined to South Farnborough, Upavon, Aberdeen, and other stations, the issue of balloons in 1918 reached the number of 13,176 per month.

Owing to the inability of the Great Northern Telegraph Company of Denmark to supply information during the war, the British representatives at Reykjavik and Thorshavn obtained the information and cabled it to this country, and the same arrangement had to be made in regard to Swedish information.

Reference is made to a proposal for the transfer of the Meteorological Office to the Department of Scientific and Industrial Research, and it is added that the Committee have themselves raised the important question of the co-ordination of the various meteorological services in the country.

Whereas the total of the sums brought to account in 1913-14 was £29,380, of which £3,396 represented the cost of instruments for the Navy, Air Services, &c., the corresponding total in 1918-19 was £66,371, of which £28,199 was spent on instruments. The grant in aid for 1914-15 was £20,000, whilst that provided for 1919-20 is £47,500.

TALL STORY OF A GIANT.

REMAINS OF MEXICAN "DEMIGOD" 33 FEET HIGH!

Fossil remains alleged to be those of a man 11 yards high were recently reported from an American source, but a *Daily Chronicle* representative who interviewed a distinguished anthropologist of the British Society had the theory put forward that the remains are probably those of a primeval animal, probably one of the enormous vertebrates which have been discovered in various parts of the world in certain strata by geologists.

These remains were found near the village of Nenacampila, in Vera Cruz, and the natives (who declared the giant was related to the gods from whom they are fabled to be descended) had covered the remains with flowers upon a high catafalque.

Without details from Professor Osborne or other authoritative members of the American Society as to these remains, said the anthropologist, "the story is one to accept very sceptically."

"Cases of human remains the length of which was 8ft. or even as high as 9ft. have been definitely established," he said, "but a jump to 33ft. is highly improbable."

"Giants were known amongst the Aztecs and the Patagonians, even in the latter race—about which so many credulous stories were at one time spread—only average 6ft. high."

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WORK OF SHIPPING MINISTRY ENDING.

MORE TONNAGE NOW THAN EVER.

DELAY AT THE PORTS.

The Ministry of Shipping has done its work, and done it excellently, and it should now be wound up. In the commercial world it is maintaining a highly artificial state of things which has all kinds of demoralising reactions.

The one great good service, which it is doing, is that of ensuring cheap bread to the country. It keeps down the amount of the subsidy which the State has to pay for preserving us that bread, but, on the other hand, if they have promised to adjust State control of the ships were withdrawn, freights would be reduced all round, and even if bread became dearer, many other commodities would become cheaper.

The State itself, in its double role of railway controller and shipping controller, affords a striking example of the vicious expedients which have to be resorted to when competition has been destroyed.

The railway companies, unable to carry goods imported into this country for transmission to some other point on the coast, hand them over to coasting ships to be carried at railway rates, the railway companies paying the difference in freight. The taxpayer has, of course, to pay this subsidy, as well as the subsidy on bread.

Everybody knows how it is that there is no longer competition between the railways and the coasting vessels. The railway goods rates, thanks to the generosity of the taxpayer are on the same basis as before the war, and a coaster could not live on these rates.

But even if the beneficial competition between ships and trains cannot be restored, the more limited competition among ship-owners themselves need no longer be restrained. Ships differ from trains in this, that they can be owned and run by comparatively small men. Indeed, a single ship may be owned by an individual who naturally will be much more interested in saving a tide and in scoring other small points in competition than a State Department 200 or 300 miles away.

A statement of the actual position of shipping control at the present time will interest commercial men and others. There is more tonnage in the world than there has ever been before. At the end of June 1914 the total steam tonnage of the world was 45,400,000 tons gross; at the end of the June 1919 it was 47,900,000 tons gross. But freights are high.

Why? Certainly not because of a shortage of ships. Freights are high because the ships cannot be dealt with in the ports. From the point of view of our imports there is a 40 or 50 per cent. loss of efficiency in dealing with the ships as compared with the pre-war period.

All working days, and especially railway working days, are shorter; the imports cannot be got away, and the ships are con-

sequently delayed. Something, too, must be allowed for the inferior condition of the ships as compared with pre-war standards; but, fully allowing for this, the amount of tonnage is substantially greater than before the war.

The Ministry of Shipping still provides direct tonnage for the carriage of Government imports at rates of freight fixed by the Ministry last spring as the equivalent of the Blue-book rates. At present the Government cargo is practically all wheat, flour, maize, and sugar. It is all food-stuff bought, controlled, and distributed by the Government. These commodities come here at very low rates of freight, which probably leave the shipowner with a loss, and which are only maintained because the Shipping Ministry has promised to adjust them—and to adjust them retrospectively.

Another power, which the Shipping Ministry retains and exercises is that of preventing coasting ships from leaving the coasting trade, though there is no direction to these ships as to what they may or may not carry along the coasts.

Outside the coasting trade there are regular liners which run under general license from the Ministry with an obligation to place space at the disposal of Government cargo up to 50 per cent. of the total. As our imported foods come more largely from some parts of the world than from others, the incidence of this requisition falls heavily upon some lines, but upon other lines it does not fall at all.

With regard to tramps, they still are required to have a license from the Ministry for each separate voyage, and when the license is applied for the Ministry considers whether the boat is needed to carry wheat or sugar or maize or any other food import, and directs accordingly. The tramp's voyage is thus controlled, but, otherwise and apart from Government cargo, the Ministry gives no direction to the shipowner as to what he shall bring to this country for private importers.

Lastly, the Ministry of Shipping is using for the Government programme German ships which are under their management, in so far as they are not required for Allied purposes of relief—now nearly over. These ships represent over a million gross tons.

Parliament might well give an hour or two to a discussion of the relative advantages and disadvantages of keeping the Ministry of Shipping in being. It has done admirable national service, and its very profitable disposal of the standard ships suggests an appropriate occasion for its swan song.

I refer to the moment when, the Reparation Commission having allotted this country its final quota of enemy ships, it will become necessary to sell these vessels to British subjects. Heart-burnings will no doubt be excited upon an occasion so interesting to the shipping industry in all its branches, but the minimum of friction will be ensured if this delicate business is left to a Department in which there is universal confidence.

Then the Ministry might suitably make its bow.

NOTICES.

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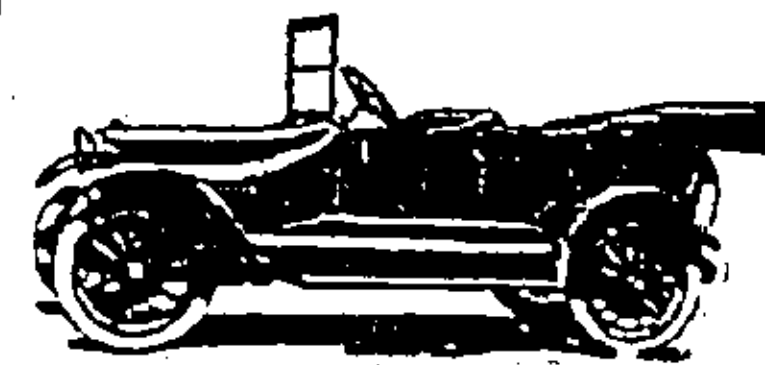
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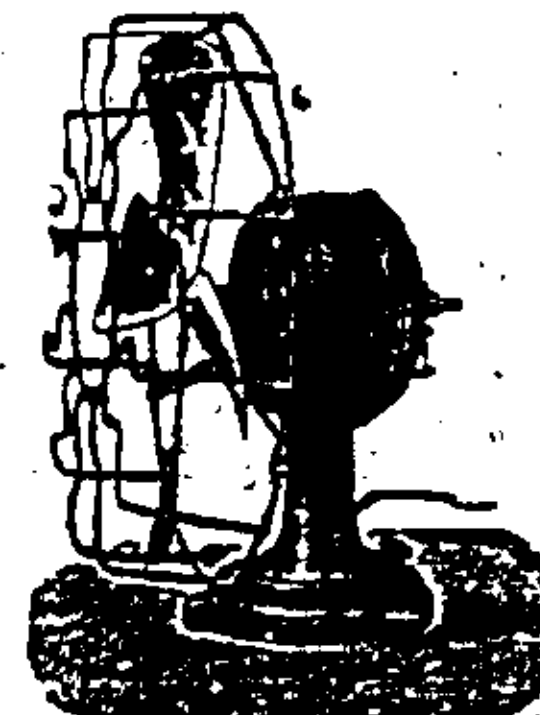
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DRY AMERICA.

THE EXPLANATION OF A MIRACLE.

The following article by "M. M. S." recently appeared in the *Manchester Guardian*:

You will perhaps have wondered at the enormous majorities by which the House of Representatives and the Senate passed the War-time Prohibition Enforcement Act over the President's veto the other day. A conversation I have had with a wide-awake young professional man, who knows the country districts and the Middle West as not many New Yorkers do, will help to explain what many English people regard as a kind of miracle. "The country is dry," he said, "because the people want it to be dry, and if the vast majority of the people really want a thing their representatives have to get it for them. It's a wonder to me how they did get it, against the political pressure not only of the big brewing trusts but of the little saloon-keepers all over the country, for, you know, politics centred in the saloon, and the saloon-keeper was a genuine political boss."

"I think it was really local opinion that did the trick. In a small village the better kind of people got together and voted that village dry, and they were able to do it because the bosses didn't have much power there. Then that village would do all it could to spread the dry idea to the villages and towns all around it, not only because it was keen on the idea, but because it didn't want its men going off and spending their money elsewhere. You can see how the shopkeepers would have that."

"Why, once I was up in New York State in a dry village and I wanted to go fishing in a stream near a neighbouring village that was wet, and, do you know, the livery-stable keeper wouldn't hire me a horse and buggy to drive over till I gave him my word of honour I wasn't going to get a drink."

"Were you an abstemious yourself?" I asked. "Not I," he said. "I always took about ten or twelve cocktails a week, and thought I needed them to buck me up when I was tired. When the country went dry, I did what most men in moderate circumstances did—laid in a few bottles; but when those were used up I never bothered any more, and it's surprising how little I miss it. And other people say the same. I was not a Prohibitionist, though."

"If you had all power in your own hands," I said, "to decide for the nation, would you now vote wet or dry?"

He hesitated, then said: "Well, dry. For there's no question which is best for the country if enough of the people believe in it to make the law enforceable. I used to think I could tell the difference between a wet and dry village just by looking at it. You see,

in a wet place there's always one low-grade bum saloon, which is a centre for dirt and no-good people. You always see several idle men hanging round it, spitting. Now, when that goes, the people seem to tidy up everywhere, and the village looks more self-respecting right through."

"You'd be surprised at the extent to which local opinion had made the country dry before national prohibition. There were whole sections of it where you couldn't get a drink, and even in New York State, the stronghold of liquor, you could drive 125 miles along the State Road and not be able to raise a drink the whole way."

"You see, this didn't come as a sudden thing, though it seemed so to people who regard the rest of the United States as a sort of hinterland to New York City. It came gradually as a result of the steady pressure from the dry villages on the wet towns, from the dry towns on the wet States, and from the dry States on the whole country."

"Will it last?" I said. "Have the brewers really given up?"

"It surely will," he answered. "Some of them are making a legal kick which won't come to anything. But many have converted their breweries into ice-plants, and many have turned to manufacturing 'soft drinks' or fermented milk preparations. The corner saloons are turning into restaurants or in some cases Salvation Army clubs. The rich people have already had in pretty good stocks of whisky and wine, and they'll have nearly two months now, if the treaty goes through, between the time when the President declares demobilisation complete and the coming into force of the new permanent Act on January 16, to buy the huge supplies the dealers have waiting for the declaration of peace."

The banks have 'carried' the dealers financially to the extent of \$150,000,000, I hear, and if there isn't some such interval for the dealers to unload the banks will be in a hole. But after that, no more; and the common people have accepted it. If they hadn't the law would never have gone through as it has."

"Won't the poorer people who can't afford to lay in stocks resent the rich people having theirs?" I asked.

"No," he said cheerfully. "I haven't any stock and I'm not feeling resentful. I think you don't understand. Most of the people want this thing. And even if they don't they know it's only a matter of time before the rich men's houses will be as dry as all the hotels and clubs are now."

RUSH OF EMIGRATION FEARED. London—British authorities expect that the problem of repopulation will be aggravated as soon as shipping facilities permit emigrants to leave the country for America and the colonies. Meanwhile the birth rate and marriage rate have fallen off to an alarming extent.

NOTICES.

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VILLAGE TRADES AT HOME.

THEIR FUTURE DISCUSSED.

Country villages that during the war first began to take seriously to the business of food production are still on the high tide of prosperity. There has been no slackening of demand, and no lowering of prices. Trade is thriving, and money is being turned over in a fashion unknown within living memory.

Eggs at 5d. each, even with poultry-foods so dear, are a decidedly paying proposition. Old hens past the laying stage are worth 1s. a lb. with the feathers on, and that, too, is not a bad profit. Butter at 2s. 6d. a lb., pork running up to something like 30s. a score, and rabbits up to 1s. 6d. each, all help to make the villager's budget look rosy. He can sell all he produces at top prices; and hungry customers still cry out for more.

The question is: Will it last? What will happen when world stocks again become plentiful and prices descend to a lower level? So far as can be seen nobody seems to be considering the need of organising village trade and placing it on sound foundations. There is no attempt to systematise production or to improve the methods of marketing. Casual pre-war methods are still the rule. During the war the number of "higgler's" carts on the country roads greatly increased. During the past year many demobilised soldiers appear to have set up in the trade, and have received a generous share of the patronage of village producers. Otherwise everything is as it was in days of slack business and small profits.

No effort is being made to place the trade upon stable foundations, or to increase the powers of production to meet the needs of the future. But it must not be supposed that the villagers are to blame for this. They are too heavily handicapped by the conditions under which they live. Suppose a cottager has been doing well with a matter of two dozen hens, and wishes to expand his run and so make room for fifty or a hundred. In the majority of cases it would be a matter of impossibility for him to get a plot of land on which to place his enlarged flock. Or suppose a smallholder wished to keep two cows instead of one. The chances are a thousand against his being able to get the necessary ground.

Landowners are for the most part blind to the duty of fostering the economic interests of their tenants. Otherwise we might have in many villages a system at least of collecting produce for market, to say nothing of steady encouragement and assistance for those who wished to expand their trade. A man may wait for years before the County Council provides him with a plot of land, and as for the District Councils they all seem to have approached the rural housing problem in a spirit of despair! After all the talk of reconstruction, cottages in the country are still being allowed to tumble down, and there is nothing to replace them.

The villages are now on the crest of the wave, and there never was a better opportunity to establish them on a firm economic basis. Will the opportunity be seized?

RAILWAY ACCIDENTS
IN MANCHURIA.

NEARLY 200 CASUALTIES.

On the morning of December 23, there occurred a serious accident on the South Manchuria Railway. At Tieling station a goods train crashed into a standing passenger train, with the result that seven lives were lost and 85 were wounded, more or less seriously. Of those whose lives were lost, one was Japanese and six were Chinese.

This is the second smash that has taken place within the month on the South Manchuria Railway. The earlier accident was at Kungchuling, south of Changchun, causing over 100 casualties. The nature of the disaster was the same in both cases.

During recent months, the trains have been very crowded in all three classes. It is even not uncommon for passengers to be left behind on account of the lack of accommodation. A collision is, therefore, likely to have lamentable results.

A contributing cause of these accidents is the fact that, though the South Manchuria Railway has been doubling its track, the work is as yet incomplete from Tieling north to Changchun.

The general service of the Railway continues to be first rate. Dining-cars are beginning to appear again. The recent increase in fares is not out of proportion to the cost of living.

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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 17, 1920.

BRITISH AERIAL ENTERPRISE

In view of the great developments which are taking place in civil aviation, it is worthy of note that Great Britain has been the first country to establish regular air communication outside her borders. The International Air Convention, first conceived in Britain and in the main based on the Air Navigation Regulations drawn up for the control of civil flying at home, has now been assented to by all the Allied and Associated Powers excepting U.S.A. and Japan, but in anticipation of formal assent, provisional agreements permitting flying between the countries parties thereto had been entered into between Great Britain and various continental countries. A daily service has been in operation between London and Paris for some months, and more recently a service has been inaugurated between London and Brussels. In addition, the conclusion of these provisional agreements enabled aircraft of private enterprise to visit Amsterdam, Brussels, Christiania, Copenhagen, Lausanne, Madrid, Paris and Stockholm and a demonstration flight for civil purposes by R.A.F. aircraft was pushed as far as Helsingfors.

Small though these beginnings may be, the experience they afford of an entirely new phase of aviation will rapidly pave the way for expansion. Plans are in contemplation for North Sea services, and serious attention is being given to the flights to Australia and the Cape. The recent success achieved by Capt. Ross Smith in flying from England to Australia, and the fact that others are attempting to repeat the effort, show how far aviation has advanced since the war. This flight is the longest ever attempted—nearly 12,000 miles—and includes a non-stop trip of 1,750 miles at the extreme end of the journey. Much pioneer work has been undertaken by the Air Ministry in opening up this route and also that to South Africa. The route to Egypt and India, which is followed on the flight to Australia, was explored and traversed by air a year ago. East of Calcutta the difficult stages over Burma, the Malay Peninsula and the Dutch East Indies were surveyed last year and a scheme prepared for the establishment of landing grounds at intervals of 400 miles. Concurrently, survey parties were at work between Cairo and the Cape, and much useful work has been accomplished.

Britain, in common with other belligerent countries, had in hand at the end of the war a large number of heavier-than-air machines of all types, and in addition about 100 airships in commission and under construction, both of non-rigid and rigid types. In the case of heavier-than-air craft, the Air Ministry has handed over to the Disposals Board such machines as from time to time became surplus to Air Force requirements. In the case of airships, where great sums of money must be expended in the early days of commercial development, all parties interested in the subject were brought together at an official conference, with a view to united action being taken. Several rigid airships of modern type which are under construction, as well as other surplus airships, sheds and stores, were offered at reasonable figures by the Government as the basis for a sound scheme of development. A Committee of the leading members of the airship and allied industries was formed and it is hoped that a combine will shortly materialise to undertake this enterprise. Little can be said at the moment of the actual line of progress, but it is certain that as the rigid airship is essentially a long-distance machine, and as development may show that it is a type of aircraft peculiarly suited to the requirements of the British Empire, the programme adopted may be a large one. In this, as in other questions of civil aviation, it may be expected that the aim will be to allow private enterprise the fullest freedom for development consonant with public safety and the general plan which has as its object to win for the British aircraft industry and the air transport services their position in the commercial realm which the Royal Air Force achieved by gallantry in the war.

NOTES & COMMENTS.

THE MARATHON RACE.

There is quite a deal of interest already being manifested in the forthcoming Marathon Race, which is being organised under the auspices of the Hongkong Boxing Association, and which is to take place over an eleven mile course on February 21. A very successful similar event was run in April, 1918, when there was a total of 62 entries and 36 actual starters. The Hongkong Police Reserve was then responsible for the promotion and as it might rightly be said that the Hongkong Boxing Association has, in part, grown out of the Police Reserve, the same careful management can be looked forward to. The course over which the men will be running is in an opposite direction to that previously taken, for whereas Shaikwan was the farthest objective before, it will be past Pokfulam on this occasion. An advertisement sets forth all particulars, and in connection with the prizes to be awarded we have pleasure in announcing that the *Hongkong Telegraph* has presented a magnificent cup for the first prize. On the occasion of the last race, the *South China Morning Post* came forward in a similar manner and it was possible to award prizes to the first six competitors home. It is to be hoped that this year's race will witness quite as many prizes, and if there are any who would like to show a generous interest in this very popular event those who are responsible for its promotion would be glad to hear of them. There are quite a number of men in training and a good afternoon's sport should be provided. The entries close on January 31, a fact that should be borne in mind by all who anticipate competing.

"DEMOR" AND HONGKONG.

In connection with the demobilisation of troops and the reversion of the millions of men from war-time work to civil occupations it has generally to be agreed that in the main the authorities responsible have done a really wonderful work. But it has often come about that those men who are in out-of-the-way places and far-off garrisons do sometimes fail to participate in the general orders, and it looks as though there are quite a few men in Hongkong who have every reason to feel aggrieved that they have not been more speedily sent home. It has come to our notice that in some respects official demobilisation orders are being ignored by the authorities here and that there are men still retained who have been eligible for demobilisation for the past six months. We know that there are some men, including married men, who have been away from home for nearly four years and have never had a day's leave during that period. It was recently announced by the War Office that all Derby men and volunteers would be embarked from their present stations, or theatres by February, and there were other dates given for men who joined later, but by April 1, all men who had joined up at any time for the war period would be on their way home for release. The authorities are well aware of the dates given, and it is sincerely to be hoped that every effort will be made to release the men of the garrison units affected so that they can participate in the advantages of an early reversion to civil life and status. We have thought fit to refer to this matter because we know that there is a great deal of disappointment felt by the men affected.

LABOUR LEADER'S PLUMS.

There is a very critical position at home just now in connection with the demands of the National Union of Railwaymen, and from what Reuter has told us it seems that the men are rather inclined to be a little unreasonable. By reason of the news coming to hand regarding what is considered a fit living wage for the men, it is interesting to note that there are a few specially big plums reserved for Labour leaders. Thus Mr. J. H. Thomas now gets £1,000 a year from the National Union of Railwaymen, a free furnished house, and a free £1,100 motor car. "This indicates clearly," says Mr. Thomas, "the growing dignity of Labour," and as he chooses so to regard it, one may hope that the rank and file, who keep him in his comfortable job, and who may have wondered during the late strike whether he was much of a demi-god after all, will agree. These are prosperous times indeed, for the captains of Trade Unionism. The Miners' Federation has brought the salaries of its representatives

DAY BY DAY.

WHERE THERE IS A FREE COURSE FOR IDEAS, THE RADICAL WHO WILL NOT WAIT ON THE SLOW PROCESS OF PERSUASION IS NO FRIEND OF DEMOCRACY.—*Prof. Edward A. Ross.*

Yesterday there was a clean bill of health in the Colony.

The Government is asking for tenders for the erection of 12 houses at Happy Valley.

It is notified that dogs without collars found at large after 10 p.m. are liable to be destroyed by the Police.

The vessel by which the two Chinese delegates from Paris are returning is at present at Haiphong, and will not arrive in Hongkong until Monday.

Total output of the Kailan Mining Administration's mines for the week ending 3rd January, 1920 amounted to 97,214 tons and the sales during the period, to \$1,673 tons.

The first prize for the forthcoming Marathon Race—a magnificent silver cup—has been presented by the *Hongkong Telegraph*. Other trophies will be welcome.

His Excellency the Governor has appointed Mr. Chow Shunson to be a member of the Sanitary Board for a term of three years with effect from the 12th January, 1920, vice Mr. Chan Kai-ming, deceased.

It is notified that at the expiration of three months the On Yick Lung Kee Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

To the Register of Medical Practitioners is added the name of Dr. James Alfred Urquhart, Alexandra Buildings. He is Doctor of Medicine and Master of Surgery of the McGill University, Canada and Licentiate of the Medical Council of Canada.

A Chinese draper's shop at Shaikwan yesterday had a customer who paid \$3.10 for a roll of cloth. This money was in subsidiary coins which were discovered to be coppers on their being tested by the accountant of the shop. Before he could make his departure with the roll of cloth, the "customer" was grabbed and handed over to a *lakong*. The prisoner was brought before Mr. N. L. Smith to-day and a sentence of three months' hard labour was inflicted.

OPERA SEASON.

"FAUST"

"Faust," the most popular of operatic performances, was played with distinguished success at the Theatre Royal last evening by The Russian Grand Opera Co. A very large audience testified to the popularity of this well-known piece. Mr. Chernenko, in the character role acted creditably, though we are of opinion that Mr. Gorienco, who took the part of Valentin, would have been able to treat this difficult part in a way which would have proved of more advantage. Nevertheless he took his role with conspicuous success. Too much credit cannot be given Miss Sasanova, who acted and sang brilliantly in her study of Marguerite. More especially was she excellent in the death scene of Valentin, her brother. Though a few improvements might have been made in the choosing of the cast for their various parts, one must say at the outset that none in the Company could have successfully substituted Mr. Voinoff, who, as Mephistopheles, acted his difficult part splendidly.

This afternoon, at the 3.15 p.m. matinee, the Company presents "Traviata," and this evening "Cavalleria Rusticana" and "Pagliacci."

In Parliament up to £500 a year, the £400 received from the State not being deemed enough. So in this Union, as in the railwaymen's, there should be no unrest or penury at the head of the family, but an inducement to redoubled effort. Labour leaders are no altruists. They are just like other human beings, and want to be comfortable and as well paid as possible.

1895. HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending January 26, 1895.)

THE DOLLAR.

Jan. 18th.—The rate of the Dollar, on demand, to-day is 1s. 11-3/8d.

THE VOLUNTEERS.

Jan. 18th.—It affords us infinite pleasure to be able to report that although the Volunteers took part in a most gallant defence of the forts at Stonecutters' Island last night, not one of them was injured, neither did any of them miss their footing or sprain their ankles or put a hip joint out or dislocate their false teeth or entirely lose the run of their false hair. Thank Heaven! They are all safe and sound, but so fatigued. But what is more to the point, Hongkong is believed to be absolutely impregnable so long as the H.K.V.'s maintain their present standard of efficiency. Our war "special" who is with the "army," at the front, wires just as we were going to press:—"So hard at it can't report just now. Full particulars including details of shocking casualties to-morrow. Haven't slept for three nights and fear shall not be able even to fetch up at church on Sunday. Not a sign anywhere of the enemy at present."

MR. G. SHARPE, PHILANTHROPIST.

Jan. 23rd.—That well-known local philanthropist, Mr. G. Sharpe, has once more come to the fore by reason of another remarkable act of goodness and mercy. This time it is the Sikh police who have been the object of his benevolent intentions, and the only thing we regret is that he should, metaphorically speaking, have cast "pearls before swine." It seems that he sent to the Central Police Station 200 pairs of butter as a "cushaw" to the Sikh members of the Force who unanimously refused to have anything to do with the strange gift on the grounds that they had no use for such dairy produce and don't like the smell of it. Poor old chap!

LITERARY IMPROVEMENT.

Jan. 24th.—The *Daily Press* is improving vastly—only the wrong way. Last night, as everybody knows, a most enjoyable St. George's Ball was given at the City Hall and this is the contemptible manner in which the *Wynham Street* rag—yes, rag "Granny"—notices it in what is alleged to be a morning paper:—"St. George's Ball took place last night and was a brilliant success. Our report will appear to-morrow."

LATE MRS. MATTOCK.

FUNERAL AT HAPPY VALLEY.

Great sympathy is felt for Captain C. J. Mattock, of the Indo-China Steam Navigation Company, at the death of his wife, which took place at North Point on Thursday, more especially as the bereaved husband is at present at home and is shortly due back in the Colony with his daughter. The deceased lady had been resident in Hongkong many years and she was extremely well liked by all who knew her.

The funeral took place at Happy Valley last evening and was largely attended, the last rites being performed by the Rev. V. H. Copley Moyle. The numerous floral tributes sent testified to the popularity of the deceased, those sending wreaths including, besides the bereaved relatives, the Indo-China S.N. Company, Messrs. Denny and Bowley, Mrs. N.J. Stabb, Mr. and Mrs. A.W. Smith, Mr. and Mrs. F.W. Stapleton, Mr. and Mrs. Purden and daughter, Mr. and Mrs. G.A. Burn, Mr. and Miss Wildin, Mr. and Mrs. MacKay, Mr. and Miss McNeill and Mrs. Sutor, Mr. and Mrs. Diss, Mr. and Mrs. Kent, Mr. and Mrs. E. Abraham, Mr. and Mrs. Summers, Mr. and Mrs. Culliford, Mr. and Mrs. Gittins, Dr. and Mrs. Coxon, Mr. and Mrs. H. Mathias, Miss Skipton and the Girls of Diocesan School, the Misses Bishop, Miss Ada M. Gomes, Mrs. A. O. D. Gourdin and family, "Frankie" Gomes, Capt. F. Wheeler, Mr. T. Arthur, Mr. Jackson (Central Police Station), Mr. W. G. Williams, Mr. C. H. W. Kew, Mr. Francis Gomes, Mr. Simon Tse Yan, the N.Y.K. Mrs. Y. Yasuda and Mrs. T. Toda, Mr. M. Hashimoto and Mr. K. Mori.

TRAINING TIMES.

A HEAVY MORNING'S WORK.

At Happy Valley this morning was seen what was perhaps the largest attendance of the present training season, and a great many ponies were given gallops over various distances. Both courses were in use, the condition of the grass track favouring the making of good times. Below will be found the recorded times of 72 ponies. The feature gallop of the morning was that of Mr. John Peel's File Driver, which is already the fancied Derby entry. It did a full mile and a half in 3 min. 28 secs, covering the last mile in the fast time of 2 min. 15 secs. There were other good gallops, and it is being demonstrated that for the Races this year there is a very fine collection of ponies.

"Clockings" are appended:—

DERBY GRIFFINS.

File Driver.—37; 1.13; 1.47; 2.33; 2.57; 3.28.
Alaska Chief.—37; 1.14; 1.51; 3.5; 2.27.2.5; 3.00.1.5.
Cigar Box.—39.2.5; 1.17.2.5; 1.52.4.5; 2.24.1.5.
Gadzow's Tarn.—35.1.5; 1.13.1.5; 1.52.
Aviation.—46; 1.30; 2.12; 2.39.2.5.

Algerian Chief.—37; 1.15; 1.54; 2.27; 3.05; 3.40.2.5; 4.14.
Plain John.—38; 1.15; 1.50; 2.27; 3.01; 3.33.
Farmer.—44; 1.24; 2.03; 2.41; 3.16; 3.46.2.5.

Beggar King.—40; 1.19; 1.57; 2.29.2.5.
High Tide.—39.2.5; 1.17.2.5; 1.53.4.5; 2.32.2.5; 3.09.2.5; 3.41.2.5.

Hongkong Chief and Kandy Chief.—38; 1.12.3.5; 1.47.1.5; 2.23; 2.59.2.5; 3.31.
Spolt Child.—38; 1.15; 1.50; 2.24.2.5; 2.57.3.5; 3.31.2.5; 4.06.

Charles.—41; 1.20; 1.55; 2.32; 3.08.2.5; 3.42.
Talisman.—42; 1.17; 1.55; 2.33; 3.05.

Wilkin's Micawber.—45; 1.30; 2.12; 2.48; 3.27.3.5; 4.05.1.5; 4.37.3.5.
Allied King.—38.3.5; 1.15.3.5; 1.54; 2.30.2.5; 3.02.

Cadzow's Glen.—37.3.5; 1.14.4.5; 1.48; 2.19.2.5.
Isleman.—36.3.5; 1.13; 1.51; 1.5; 2.28; 3.00.2.5.

Tartar King.—37.1.5; 1.15.4.5; 1.53.3.5; 2.25.
The following "Derby" times were recorded yesterday:—

Lord Lorne.—39; 1.16; 1.16; 1.51; 2.26; 3.02; 3.35.
Paper Money and Red Ensign.—39; 1.16; 1.51; 2.26; 3.5; 3.02; 3.5; 3.35.4.5.

SUBSCRIPTION GRIFFINS.

Louza.—39.3.5; 1.15; 3.5; 1.43; 3.5.
Tarzan.—40; 1.22; 1.59; 2.36; 3.13; 3.46.

Moonshine.—36; 1.14; 1.53.3.5.
Wee Mouse and Cannon.—48; 1.30; 2.03; 2.46; 3.21; 3.54.
Sailorin.—39.2.5; 1.17.2.5; 1.52.4.5; 2.24.1.5.

Wakeford.—39; 1.13; 1.47.
El Dorado.—36; 1.12; 1.46.
King Robert.—37; 1.11.2.5; 1.46; 2.19.2.5.

Kipper.—38; 1.15; 1.51; 2.25.
Glansman.—43.1.5; 1.24; 1.59; 2.36.4.5; 3.12.3.5; 3.48.4.5.

Surprise and Mammy's Child.—40; 1.17; 1.50.3.5; 2.24.
Trumpet.—39; 1.15.2.5; 1.50.4.5; 2.23.1.5.
Savernake.—38; 1.17.2.5; 1.55; 2.27.2.5.

Naughty Child.—46.3.5; 1.35; 2.21.2.5; 3.01.4.5; 3.41.1.5; 4.14.4.5; 4.46.4.5.
Bayford.—47; 1.29; 2.09; 2.47; 3.24; 3.56.2.5.

Tredegaz and Telawny.—44; 1.27; 2.06; 2.47; 3.24.4.5; 3.57.2.5.
Trevelyan.—43; 1.23; 1.57.3.5.
Target and Hawker.—47; 1.31; 2.13; 2.52; 3.25.2.5.

Craigmount and Ryea.—45; 1.27; 2.05; 2.44.4.5; 3.21.2.5; 3.53.
Ben and Chimes.—40.3.5; 1.18; 1.5; 1.55.2.5; 2.19.

The following "subs" were timed yesterday:—

Buck Up and Buzz Off.—40; 1.18; 1.59; 2.35; 3.11.
OLD PONIES.
Runaway Light.—40; 1.22; 2.03; 2.36.

Malcolm.—37; 1.11; 1.45; 2.19.
Sumatra Chief.—38; 1.14; 1.50; 2.27; 3.03; 3.35.

Mountain King.—38; 1.15; 1.52; 2.28.2.5; 2.59.3.5.
Gentle Cat.—35; 1.11; 1.44.
Kalamazoo.—35; 1.14; 1.53.2.5; 2.28.2.5.

Colinton.—39.4.5; 1.19; 1.53.1.5; 2.31.3.5; 3.08; 3.40.
Vivat.—37; 1.11.2.5; 1.46; 2.19; 2.5.

Mighty King and Valley King.—40; —; 1.59; 2.35.1.5; 3.07.
Scotchbox and Snuffbox.—39; 1.16; 1.50.
Red Robe.—44; 1.24; 2.03; 2.41; 3.16; 3.46.2.5.

Slam.—39.2.5; 1.17.2.5; 1.53.4.5; 2.32.2.5; 3.09.2.5; 3.41.2.5.
The following old ponies went yesterday:—

Burning Daylight.—36; 1.11; 1.43.

INDIAN SCHOOL.

ANNUAL REPORT AND PRIZE-GIVING.

The annual distribution of prizes at the Ellis Kadoorie School at Sookrunpoo Valley took place to-day at noon. The prizes were given away by the Hon. Mr. Claud Severn, C.M.G. Interested visitors at the proceedings were Sir Ellis Kadoorie and Mr. A. F. Arculli. Owing to indisposition, Mr. R. J. Birbeck, the Headmaster, was unable to attend and his place was taken by Mr. A. R. Cavalier, Inspector of Vernacular Schools.

Mr. E. Ralph expressed their congratulations to Mr. Severn on the honour which the latter had obtained at the University yesterday. He referred to the generosity of Sir Ellis Kadoorie, the founder of the school, in offering a further free scholarship in connection with the new upper class that was being formed. He wished to thank Mr. Arculli and Mr. Nemazee who generously continued to assist by arranging for free attendance in many cases.

The annual report stated that the average attendance of pupils numbered 95 and the fees collected amounted to \$1,852. The greatest number was 104 in September and the lowest 83 in July. This compared favourably with 1918, when the attendance numbered 89 and the fees collected amounted to \$1,740. Seventy-one boys out of 89 passed the annual examination held in July. The weakest subjects throughout the School were arithmetic and grammar. To encourage Urdu, Mr. Ackbar kindly gave three prizes for the subject. There were two scholarships tenable at Queen's College and the top boy of each class was given a Government scholarship for one year. In addition to this Mr. Arculli and Sir Ellis Kadoorie paid the whole or part fees for 40 boys. Games showed much improvement.

The Hon. Mr. Claud Severn said he shared the regret expressed by Mr. Ralph at the absence of Mr. Birbeck, the headmaster, and he hoped they would hear that his indisposition, which prevented him from being present, was only a temporary one and that he would be able to proceed on leave for which he was due. The school, which had come into being through the generosity of Sir Ellis Kadoorie, was particularly favoured. It had a fine modern building which no other school had and it also had an advantage which no other school in the Colony possessed—an open space with beautiful surroundings. Through arrangements made by the Recreation Ground Committee a portion of that fine new recreation ground had been allotted for the use both of the newly formed Indian Recreation Club and the school. When everything had been finally settled he hoped it would be the intention of the Indian Recreation Club, through the generosity of some of its members, to erect a pavilion and he also hoped that that pavilion would be available also for the school. (Applause). The Ellis Kadoorie School had justified its existence and he was sure it was going to be of even greater use in the future. He had heard the report which had been read with great pleasure especially with regard to the upper class which it had been found possible to establish in the school, because to that extent it would make the school self-contained. Boys of the school would be able to matriculate direct to the University. They had some very kind benefactors connected with the school and he hoped their generosity in the future would make it possible for the boys to proceed to the University.

JAPAN'S DEMOCRACY.

As indications of the "wave of democratic feeling passing over Japan," an American correspondent notes that station masters and railway officials of high authority are discarding their swords and uniforms as to be abolished in higher grade schools, and—what is even more startling—the Imperial family in future travel "just like ordinary passengers." First class cars are to be abolished on all but main line trains.

"LARSE" GRIFFINS.

Cameo.—40; 1.22; 1.59; 2.35; 3.13; 3.46.
King Cole and King Bruce.—40; 1.20; 1.57; 2.35; 3.10; 3.43.2.5.

Exchange.—46; 1.30; 2.12; —; 4.03.
Nutford.—47; 1.29; 2.09; 2.47; 3.21; 3.56.2.5.

D'Inford.—39; 1.13; 1.47.

UNIVERSITY OF HONGKONG.

(Continued from Page 1.)

It is no flattery to say Mr. Severn is well-beloved in this Colony by all. It is an honour to the University to have on its roll of members of the Honorary Degree such a distinguished name as the Hon. Claud Severn M.A., C.M.G.

It only remains for me now, Mr. Chancellor, to ask you to confer on Hon. Mr. Claud Severn the degree of D. CL. of L. (honoris causa) (Applause).

The Graduates.
The following is the list of graduates—

Degree of Doctor of Laws (Honoris Causa).
Sir Henry May, K.C.M.G., (in absentia).

Hon. Mr. Claud Severn, C.M.G.
Degree of Doctor of Medicine.
G. H. Thomas, M.B., B.S.

Bachelor of Medicine and Surgery.
Messrs. Wong Kook-Han, V. N. Atienza, Cheng Kun-chen, "Eu Khay-hoe, J. C. Thivy, Thung Sang-swee and H. A. Phipps (in absentia).

Bachelor of Science (Engineering).
Messrs. Chien Hung-van (First Class Honours), Ha Kwok-leung (Second Class Honours), Chau Yin, Fok Nai-kung, Han On Wa, Lo Sek-tean, Mok Chan-ki, Pan Yau-hung, William Minto Gittins, Chang Cheng-ko (in absentia) and Wong Boon-lan (in absentia).

Bachelor of Science, Engineering (War).
Mr. J. M. Jack.

COLONIAL SECRETARY'S SPEECH.
The Hon. Mr. Claud Severn, C.M.G., who was received with loud and prolonged applause, said:—Your Excellency, Mr. Pro-Vice-Chancellor, Ladies and Gentlemen. It is indeed a high honour that the University has conferred upon me to-day at Your Excellency's hands. I am grateful for what the Pro-Vice-Chancellor has said regarding my services to the University. Anything that I have been able to do either in my official capacity as Pro-Chancellor, or in a private way has been due to the responsibility that I have felt was laid upon me ever since I arrived in the Colony to help in trying to make this institution of the greatest possible use. I arrived in Hongkong when the University was about to be opened and Sir Frederick Lugard, who did so much to bring it into being, inspired me by his enthusiasm to do my best for its welfare. Let us remember him to-day as our first Chancellor. He has just retired from His Majesty's service after a most distinguished career in which he exhibited, during many years, great fortitude in governing some of the darkest parts of Africa. He has received on his return the honour of being admitted a member of the Privy Council. Sir Frederick Lugard left the Colony immediately after the opening ceremony and the honour of receiving your first Vice-Chancellor on his arrival fell to me as Officer Administering the Government. I was succeeded immediately afterwards by your second Chancellor, Sir Henry May, and the honour that you have conferred upon me is enhanced by the thought that I receive it on the same occasion as a similar honour is conferred upon him. In his absence I feel that I can rely on his behalf also. During the years that he was Chancellor he devoted much time and energy to the work that fell upon him in connection with the University, and the fact that during the years of his Governorship the University attained to the high position it now occupies will be remembered in connection with his long and distinguished career in the Colony. I know that he will deeply appreciate what you have done to-day, and that he will value very highly this recognition of his labours on your behalf.

If I have been instrumental in obtaining financial help for the University it is only because from the very first I have realised how essential it is that your funds should be placed on a thoroughly sound basis, and I trust that you will bear with me if I again refer to the appeal I made last September for liberal support from the community. Since I made that appeal events have occurred, which have delayed the raising of the necessary funds, but I trust that the delay is only a temporary one. The need is even greater now than it was then. The conclusion of peace has made it necessary for this University, in common with her sister Universities throughout the Empire, to develop her activities to meet the increasing calls

that will be made upon her. Every effort is being made by the authorities to cope with the situation, and may I say here how greatly I have appreciated, as I feel sure you have all appreciated, the manner in which your Pro-Vice-Chancellor has met the heavy responsibilities that were suddenly and unexpectedly put upon him 18 months ago. Although a busy man he has sacrificed his private interests for the good of the University and through a period of great difficulty he has performed his part with fortitude and ability. I look back on the time during which I worked with him and with our very depleted staff with the greatest pleasure and I desire to take this opportunity of expressing to him and to the teaching staff of the University my deep sense of their zeal and devotion to duty.

So much then for the past. What of the future? There is a great movement throughout our Empire to make up for the heavy loss caused by the war by increased efficiency and strenuous work, and a formula has been evolved which I think is a very true one, that in proportion to the harmony in the organisation so is the profit in the product. Is it not so? It is true of industrial organisations and if I may say so it is true of your work here. Your Excellency has recently opened the Union building, and I would suggest that that institution may be symbolical of our University's aim to work together with the determination to make this University the power for good that it deserves to be, and that it must be if it is to carry out the design of its founders, we cannot fail. Success in such an institution as this depends upon the quality and quantity of the service rendered. Let us determine that quality shall always be the first element of our service, and quantity the second consideration. To the teaching staff may I with all humility suggest that by pulling together in all that makes for the welfare of the University they may achieve the greatest results. Though divided into faculties there is one aim and object that must come first, and that is the good of the whole. Try and keep that vision steadfastly before you. In doing so you will have the support. I cannot doubt it, of those whom you are here to train. To all the students may I say that you have a great opportunity. You have come from various countries to receive in this University the training to fit you for a useful career, but even more than that you have in this place the power of developing your characters and experience in a manner that would probably be impossible elsewhere. But it should not be merely your aim to get what you can out of the University; you should endeavour to put what you can into it; to leave it a better place if possible than you found it. It is a high and noble aim. No endowments and benefactions however generous can do for the University what you have it in your power to do. Its reputation as a centre of light and learning, of culture and good fellowship in the best sense, depends on you and your successors. It is a matter for rejoicing that the prestige that it has already achieved is due in no small measure to the excellent tone and the high sense of responsibility that have marked its junior members.

I am proud to become one of your graduates, and while it is in my power to do so I shall use my best endeavours to promote your welfare, for I am convinced that with the continued support of generous benefactors with an adequate staff of capable and zealous professors and lecturers, and with a vigorous corporate life, this University is destined to play a great part in spreading medical and engineering science, and in fostering economic development in this part of the world.

Before declaring the Congregation closed, H. E. the Governor said it would be their pleasant duty to send their warmest congratulations to their first Chancellor on his appointment to the Privy Council.

A DEMONSTRATION.
The conferring of the honorary degree of LL.D. on the Hon. Mr. Claud Severn was marked by a striking demonstration. The general Colonial Secretary has made himself extremely popular with the University students and the keen interest he takes in the welfare of the University is greatly appreciated by the students. Consequently, the conferring of his honorary degree was an occasion for much joy on their part and a better or more striking way than last night's could not have been devised for giving expression to the popularity he enjoys amongst them.

The people assembled at the Congregation had hardly dispersed

ed when the clashing of gongs and cymbals drew general attention to a procession which was proceeding along Bonham Road and which from its composition might have been easily mistaken for a Chinese wedding procession. The unusual sight then met the eye, of a crowd of excited University students clustering round a motor car which had the appearance of being hauled along by two ropes, but which was really moving on its own power. In the car sat Mr. Severn, in his academic gown and hat, and he appeared as if he hugely enjoyed the fun.

It appears that Mr. Severn was "kidnapped" by a party of students who waylaid him as he left the Hall where the Congregation was held. The students were engaged in a "rag," as they termed it, in which the Colonial Secretary was to be the victim. It appears also that he was not allowed to discard his gown, but was "frog-marched" into the car, and to the accompaniment of a deafening tumult produced by the cheers and the clashing of Chinese brass "musical" instruments the procession moved off in the direction of Caine Road.

The procession passed through the central part of the town and the din created by it, as well as its strange nature, must have made many residents wonder greatly. Tired but happy, the processionists eventually came to a halt at the Hongkong Club, where, in a breezy speech, the Colonial Secretary expressed his thanks for the honour done him.

HONGKONG EDUCATION.

A SUCCESSFUL INSTITUTE.

We have received a copy of the prospectus of the Hongkong Tutorial and Educational Institute, just been issued. The Principal, Mr. John P. Jones, B.Sc., M. I. Min. E., is well known in Hongkong educational circles and in the past has done much good work in the Colony. He is a graduate of Glasgow University and has had over ten years' successful experience in tutoring for University examinations. Mr. Jones believes the Institute will supply a want in the Colony. Classes will be conducted for the Matric. exam. of Hongkong University and the Degree exams. of Hongkong and London in all subjects. At the December exams, the first three students of the Institute all passed. Classes for the July exams have commenced. Mr. Jones is also acting as lecturer in Physics (practical) at the University and in Chemistry at the Technical Institute.

SIBERIAN REFUGEE WORK.

A PITEOUS APPEAL TO HONGKONG.

Mrs. N. J. Stabb has kindly sent us lengthy correspondence received from Vladivostok with regard to the great need of relief for the famished refugees of Siberia. One letter, from the Canadian Red Cross there, dated 24th November, acknowledges receipt of four cases of goods from Hongkong. "They are more than appreciated. They are terribly needed" it says. "The situation regarding refugees in Siberia is simply terrible. They are coming into all our up-the-line towns and even here in thousands, starving, destitute of clothing, and with no quarters to go to. It is beyond words to try to describe their terrible plight. Women carrying children in their arms with very little clothing excepting a shawl to wrap them in, both mother and child hungry, emaciated and freezing." The letter appeals for warm clothing. A letter dated 6th Dec. acknowledges another case of goods and similarly describes the situation, adding "even worn clothing would be a God send to these poor, unfortunate people." Enclosed with another lengthy description of the appalling conditions is a copy of a soul-stirring "S.O.S." by Leonid Andreyev which paints a vivid picture of poor Russia under the heel of the Bolsheviks—murder without end, ruins, miles of cemeteries, dungeons and insane asylums, hunger and terror.

Mrs. Stabb writes that the collectors wish to give grateful thanks to the following—
Clothing: Mrs. D. G. M. Bernard, Miss Stone, Miss C. C. Clarke, Mrs.

NOTICES.

DAIRY FARM NEWS.

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Donations: Mrs. C. E. H. Beavis, \$50, Mrs. Bannerman, \$10, "J. L.", \$50.
One or two parcels of clothing came in with no name or address, but that all and everything will be deeply appreciated, will be seen from the letters and extracts below, which tell a very piteous tale, and make their own appeal. With the \$110 three dozen quilted coverlets were bought, and with the clothing, have been sent to the Officer in Charge, Medical Stores Department, British Military Mission, Vladivostok.

The undersigned will gladly receive and deal with donations of any amount and clothing and material of any description:—
Mrs. N. J. Stabb, 117, Peak, and St. John's Place.
Mrs. Moorhead, 15A, Peak.
Mrs. Lambert Dunbar, 7 Queen's Gardens.

The Hon. Sec. of the Helena May Institute has kindly given permission for parcels to be sent to the Institute. Please mark all parcels "Siberian Refugees" & put the name of the sender.

DULL AND GLOOMY?

If so try Pinkettes, the gentle liver stimulants, and see how quickly these symptoms will be dispelled.



cure Constipation, torpid liver, biliousness, sick headaches, coated tongue, foul smelling breath, clear the skin. Of chemists, and post free, 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

A TELEPHONE COMEDY.

A telephone comedy is reported in the newspapers. A lady who lives at Lower House, Rowhead Green, Godalming, telephoned to her chauffeur to meet her at Guildford and bring a "coat."

The chauffeur heard the word as "goat," and as his mistress kept goats, he obediently took one over in the car to the station. The car was stopped by a policeman on the return journey, and the woman was summoned at Guildford for a contravention of the Foot-and-Mouth Disease Order.

The explanation was made to the Court by the employer, who is stated to be a high official shortly proceeding to the Straits Settlements, and amid general hilarity, the case was dismissed.

NOTICES.

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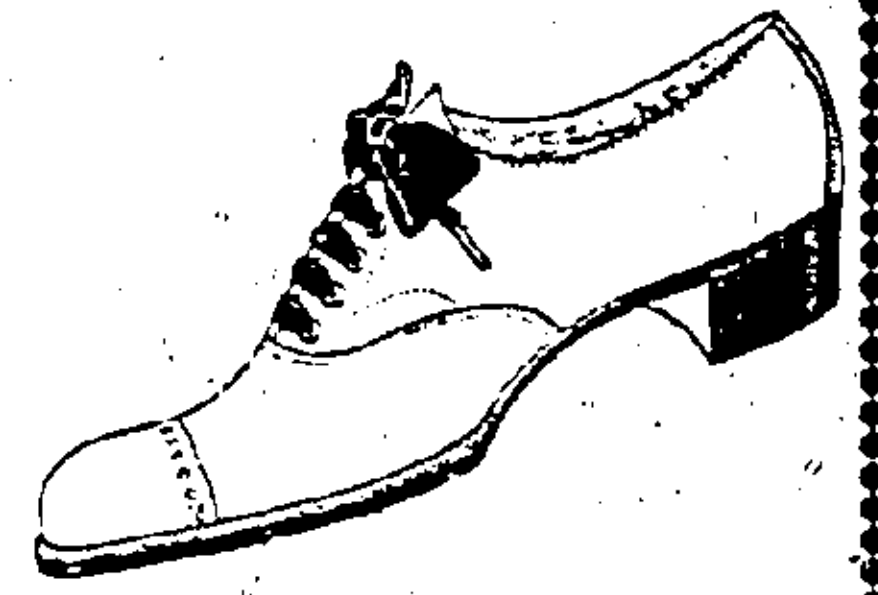
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GERIN, DREVARD & CO.

4th. FLOOR HOTEL MANSIONS, Tel. 11

AND AT CANTON.

IMPORTERS & EXPORTERS

MACHINERY MERCHANTS

"FRISCO STANDARD" MARINE ENGINES, "QUEEN" BELTING, "SKOOKUM" PACKING, ELEC MOTORS, GENERATORS AND OTHER

ELECTRICAL APPARATUS

SHIPPING.

British India, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENS. LAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

S.S.	Tons	From Hong-kong (about)	Destination.
MALI	6,700	3rd Feb.	Marseilles & L'don direct.

BRITISH INDIA-APCAR, SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination.
ST. ALBANS	4,000	2nd Feb.	Sandakan, Thursday Is.
ST. ALBANS	4,000	20th Feb.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination.
ST. ALBANS	4,000	16th Jan. d'light	Kobe.
ST. ALBANS	4,000	16th Jan. d'light	Kobe.

* Calls at Manila.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 18ft. X 11ft. will be received at the company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

2, Des Voeux Road Central.

CPLOS

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Naga-saki, Kobe & Yokohama)

FROM DUE

STEAMERS. HONGKONG, VANCOUVER.

Steamer	From	Due
*Monteagle	Jan. 18	Feb. 10
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Jan. 26	Feb. 16
Empress of Russia	Mar. 11	Mar. 29
*Monteagle	Mar. 16	Apr. 10
Empress of Japan	Mar. 29	Apr. 19
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
*Monteagle	May 19	June 13
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
*Monteagle	Aug. 2	Aug. 27
Empress of Russia		

Passage for Hongkong to United Kingdom.

16th Jan. 1920. Gold. 100.00. Silver. 100.00. Copper. 100.00.

16th Jan. 1920. Gold. 100.00. Silver. 100.00. Copper. 100.00.

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16th Jan. 1920. Gold. 100.00. Silver. 100.00. Copper. 100.00.

SHIPPING.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	Saturday, 17th Jan., at 11 a.m.
SUWA MARU	Monday, 2nd Feb., at 11 a.m.
KASHIMA MARU	Sunday, 22nd Feb., at 11 a.m.
FUSHIMI MARU	Wednesday, 17th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

INABA MARU	Friday, 23rd Jan., at noon.
KAMO MARU	Friday, 6th Feb., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez
and Port Said.

TOYAMA MARU	Saturday, 31st Jan.
LIVERPOOL & MARSEILLES	via Singapore, Colombo, Suez and Port Said.

PENANG MARU Monday, 19th Jan.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU	Saturday, 24th Jan., at 11 a.m.
AKI MARU	Wednesday, 18th Feb., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

TAMBA MARU Beginning of March.

SOUTH AMERICAN PORTS via Cape.

HAKATA MARU End of February.

BOMBAY & COLOMBO via Singapore.

NAGANO MARU Sunday, 25th Jan.

TENSHIN MARU End of January.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Jan., at 11 a.m.

TANGO MARU Saturday, 21st Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU Sunday, 18th Jan.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons	Leave Hongkong.
SIBERIA MARU	2,400	26th Jan. (from Kobe).
PERIA MARU	2,400	3rd Feb.
KOREA MARU	2,400	23rd Feb.
YENYO MARU	2,400	11th Mar.
SHINTO MARU	2,400	1st April.

* Cauting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

SEIYO MARU

Steamers are interchangeable with the Canadian Pacific Ocean Service Ltd. and the
all Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge
for full information as to rates, sailings, etc. apply to

T. DAICO, Manager
KING'S BUILDING.

Telephone Nos. 2374 & 2375.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
Jan. 17th, at noon. Mar. 2nd, 1920. Jan. 31st 1920.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.

For LONDON & ROTTERDAM "ST. FRANCIS" 28th January.

LONDON "MATOPPO" 15th February.

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.
or to REISS & Co. Canton
Hongkong, 20th Dec. 1919.

General Agents.

For New York Direct.

PRINCE LINE FAR EAST SERVICE.

"ARABIAN PRINCE" VIA SUEZ 20th January.

"MOORISH PRINCE" VIA SUEZ 25th February.

Steamers proceed via Suez Canal or Panama Canal
at Owners option

For freight and further particulars, apply to

SHEWAN TOMES & CO.
Agents.

SHIPPING NEWS.

BIG OIL CARRIER.

It is officially announced by
Messrs. Vickers, Ltd., that they
have received an order for the
construction of a big oil-carrying
steamer for the fleet of the Anglo-
American Oil Co., Ltd., this being
the second order placed by the
firm with the Barrow company.
The first vessel, ordered some
time ago, is now being built.

SUCCESSFUL ENGINEER

CANDIDATES.
The following engineer candi-
dates were successful in obtain-
ing their certificates of compe-
tency before the Board of
Trade, Hongkong, during the
month of December—A. G.
Stuart, Second-class engineer, F.
C. Clemon, Second-class engineer,
W. Sharp, Second-class engineer.
There were no failures during the
December month.

JUMPED OVERBOARD.

About 100 sailors of the crew
on board the Japanese warship
Kurama, now lying at anchor at
Kure, were being landed by one
of the torpedo-boats on December
23, when a fire started in the
engine room, which threatened to
become serious, and 60 to 70 of
the crew jumped overboard to
escape from the fire. Other ships
lying in the port immediately
came to their rescue and loss of
life was averted, there being only
a few slight injuries.

ITALIAN SHIP FROM AMERICA.

The Italian High Commission
in the United States is asking
American shipbuilders to furnish
figures showing what tonnage they
can deliver and the delivery dates.
In explaining this the Commis-
sioners say that they have been
asked to sound out the situation
by Italian interests, and that
while no aggregate amount of the
tonnage desired has been made
public, the amount will probably
be considerable. Just what the
volume of business done with
Italy will be, will depend on just
what financial arrangements can
be effected.

C.N. CO. AND OIL FUEL.

That least one company on the
China Coast has recognized the
saving effected by utilizing oil
instead of coal in its ships is evi-
dent and before long we can look
to see many other shipping com-
panies following suit with their
vessels, at least those of which
are suitable for conversion. The
China Navigation Co., the company
which we refer to has started to
have its vessels all of which are
in the Hongkong-Shanghai trade,
converted to oil-burning ships.
The first vessel to be converted
was the Suifu, at Hongkong
during December and the other
vessels will take their turn as
soon as possible. Although the
motor ship has attracted great
attention of late from shipowners
the world over, yet, the oil-
burning vessel has its many
advantages well—Shipping and
Engineering.

CAPT. JONES RETIRES.

A very well known and respect-
ed figure on the China Coast is
the person of Captain J. Jones
has just retired from the sea and
will shortly leave for home. Capt.
Jones has been in the East for
38 years and retires at the ripe
age of 69. He first came out
to Shanghai in 1881 and
shortly afterwards joined the
Nippon Yusen Kaisha. This
company in those days
was then in a state of formation
and for 19 years, 16 of which were
spent in command of the com-
pany's vessels, Captain Jones
served with this company. He
was one of the earliest founders
of the line and had the honour
of opening the Australian services
of the company. For the past
five years and up to the day of
his retirement Captain Jones has
been in command of the Ningshao
s.s. Co's s. Yungshin.

THE EFFICIENCY OF TONNAGE.

Since the Armistice, the
efficiency of tonnage, owing to
the delays of coaling, docking, and
loading is at least one-third less
than before the war. The world
has a surplus of tonnage at the
present time. In June last year
there was 47,500,000 gross tons,
two million and a half in excess
of the pre-war total. By the
end of the year the pre-war
figure was increased 10 per
cent. After the next few
months there will be a gradual
decline in freight rates, America
having created a great merchant
marine, cannot be expected to
scrap either her shipbuilding
plants or her ships. The port
congestion in Great Britain is a
passing phase. According to the
statistics of Lloyd's Register of
Shipping, there was 5 per cent.
more tonnage afloat in June 1919,
despite war losses, than regis-
tered before the outbreak of war,
and at the end of last year there
was 10 per cent. more.

SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE	Kwalsang	Mon., 19th Jan. at 5 p.m.
HAIPHONG via Hoihow	Loksang	Mon., 19th Jan. at 8 a.m.
SHANGHAI	Kwongsang	Thur., 22nd Jan. at d'light.
STRAITS & Calcutta	Namsang	Fri., 23rd Jan. at 3 p.m.
MANILA	Loongsang	Fri., 23rd Jan. at 3 p.m.
SANDAKAN	Hinsang	Sat., 24th Jan. at noon.

CALCUTTA LINE: This line now affords regular sailings to Calcutta, Penang and Singapore
returning from Calcutta steamers proceed via Straits and Hongkong to Japan, Oceania
& China at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and
have a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, steamers
calling at Swatow. Through tickets can be obtained and through Bills of Lading are also
issued to all Northern and Southern Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong, where
indirect calls are made.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer, leaving on
date of departure for passengers.

Cargo taken as through Bills of Lading for Khat, Jesselton, Labuan, Tawau and Labad Daru.

TIENSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"FORNEO MARU" ... Friday, 16th Jan.
"ATLAS MARU" ... Beginning of Feb.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" ... End of Feb.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore. Sunday, 25th Jan.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service. "UNNAN MARU" ... Sunday, 1st Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Saturday, 31st Jan.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MANILA MARU" ... Sunday, 18th Jan.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"SOSHU MARU" ... Thursday, 23rd Jan.
"AMAKUSA MARU" ... Sunday, 18th January.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,

Tel. No. 744 and 745 No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.
(Shipping Department).

HEAD OFFICE KOBE.

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CAIRO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, SANGHAI, SAIGON, YOKOHAMA, SHANGHAI AND TAIPEI.

Taking cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	12th Feb.	17th Feb.

For Sydney only.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... Wednesday, Jan. 20th.
S.S. "VENEZUELA" ... Wednesday, Feb. 25th.
S.S. "ECUADOR" ... Wednesday, Mar. 24th.

ALSO

The following U. S. Shipping Board vessels

"WEST CONOB" ... Wednesday, Jan. 27th.
"WEST SELENE" ... Friday, Feb. 20th.

HONGKONG-CALCUTTA SERVICE.

"LAKE FIELDING" ... Saturday, Jan. 31st.
"LAKE FAULK" ... Wednesday, Feb. 24th.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and S. W. Amer. Can. ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Hotel Mansions,
Telephone 141. Cable Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ICONIUM" ... About Jan. 27
"CROSSKEYS" ... Feb. 13
"WHEATLAND" ... Feb. 10

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"COAXE" ... About January 22nd
"MONIAGUE" ... Feb. 13
"ABERCON" ... March 5th

Through Bills of Lading issued to OVERLAND COMMON POINTS.
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 247 & 245 5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE
"M. S. DOLLAR"	20th January.
"BESSIE DOLLAR"	26th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST HEPBURN"	21st January.
"TANCRED"	26th January.
"WEST HARTS"	2nd February.
"STANLEY DOLLAR"	6th February.

Through Bills of Lading issued to all parts of United States or Canada.
Movements subject to change without notice.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
THIRD FLOOR 792.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Canadian Pacific S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"ATREUS"	via Suez	28th January.
"ARISTO"	via Suez	10th February.
"SUVERBI"	via Suez	10th February.

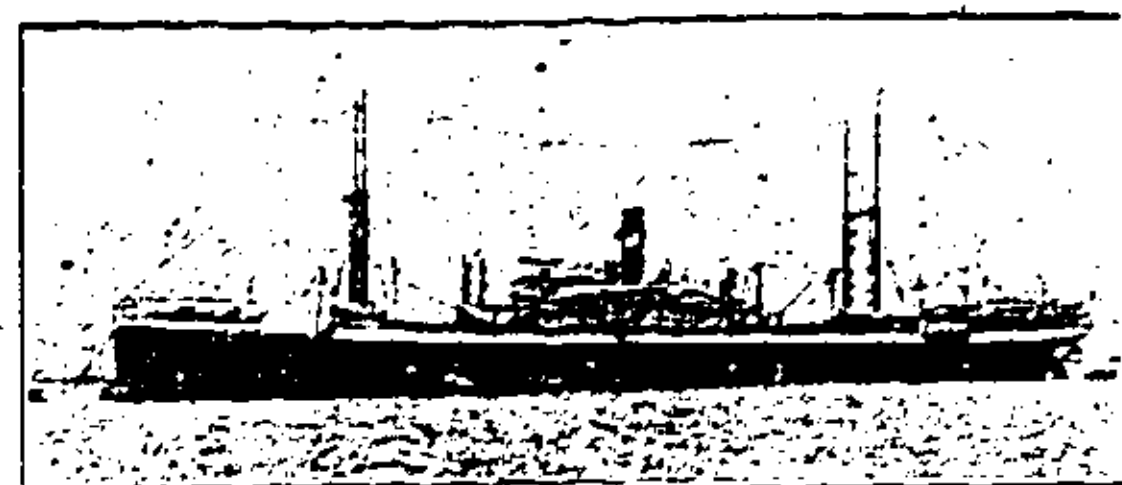
Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected to arrive	Will leave on or about	For
Jisalak	Java	in port	19th Jan.	Shanghai
Jipanas	Java	17th Jan.		
Jimaoek	Japan	in port	17th Jan.	Java
Jisondari	Japan	13th Feb.	14th Feb.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Next Sailing for SAN FRANCISCO.

S.S. "ARAKAN"

March 5th.

Through Bills of Lading issued to U.S.A. and Canadian Over and Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

DODWELL & CO., LTD

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.
Via SUEZ & PANAMA CANAL.

S.S. "ST. ANDREW"

Sailing on or about the 4th February.

LLOYD TRIESTINO.

S.S. "AFRICA"
VENICE & TRIESTE.

Sailing on or about 28th January, 1920.

CARRYING 1ST, 2ND & 3RD CLASS PASSENGERS.

Trains leave Trieste 8 a.m. each day ARRIVING PARIS.
10.40 a.m. the following day.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Java, S.S. "HOKUTO MARU"

Sailing on or about 17th JANUARY.

For Japan, S.S. "RIOJUN MARU"

Sailing on or about 15th JANUARY.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.
also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

FOR NEW YORK & BOSTON.

THE U.S. SHIPPING BOARD.

S.S. "CAPE MAY"

Early February.

Via PANAMA.

S.S. "SAGAPORACK"

Early March, 1920.

Via PANAMA.

S.S. "WESTERN CROSS"

Middle March, 1920.

Via SUEZ.

For freight space and particulars apply to—

THE ADMIRAL LINE

AGENTS.

Telephones
2477 & 2478

5th floor
Hotel Mansions.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. ATSUTA M. (European Line.) left London for this port via the Suez Canal on the 13th Dec., and is expected here on the 19th Jan.

The China Mail Steamship Co.'s s.s. CHINA sailed from San Francisco on Saturday Dec. 27th and may be expected to arrive in Hongkong on or about January 24th.

The Ben Line s.s. BENARTY from London, left Singapore, for this port on 11th instant, and may be expected to arrive here on or about 18th Jan.

The P. & O. s.s. MUTTRA left Singapore for this port on the 11th instant at a.m. and is due here on the 21st instant.

The N. Y. K. s.s. SHIMO M. (Calcutta Line.) left Calcutta for this port via Rangoon and Singapore, on the 9th Jan., and is expected here on the 30th Jan.

The s.s. MOORISH PRINCE is expected here from New York on or about 26th instant.

The N. Y. K. s.s. PENANG M. (European Line.) left Shanghai for this port on the 14th Jan., and is expected here on the 18th January.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai on 12th Jan., left there 14th Jan., and is due at Manila on 17th Jan., at daylight, due Hongkong 19th Jan., 8 a.m.

The Admiral L. s.s. COAXET from Portland, sailed from Shanghai on the afternoon of January 14th, and will arrive at Hongkong on January 17th.

The Pacific Mail S.S. Co. is in receipt of telegraphic advice from its Shanghai Office to the effect that the s.s. COLOMBIA, Voyage 13-0ut, left that port on the 14th inst., for Manila and may be expected at this port on or about Saturday, January 24th.

TIDE TABLE.

12th to 18th January, 1920.

Day	Month	Year	High Water	Mean Time	Height	Low Water	Mean Time	Height
Mon.	11	m	1 35	5.5	m	7 53	2.4	
Tues.	12	m	2 53	5.2	m	8 28	2.0	
Wed.	13	m	2 46	4.8	m	8 38	2.8	
Thur.	14	m	3 48	5.3	m	10 21	3.1	
Fri.	15	m	4 44	5.8	m	9 25	3.1	
Sat.	16	m	5 49	6.0	m	0 7	3.1	
Sun.	17	m	6 14	6.1	m	10 14	3.3	
Mon.	18	m	7 19	6.0	m	1 7	2.6	
Tues.	19	m	8 28	6.4	m	11 16	2.4	
Wed.	20	m	9 28	6.7	m	12 18	2.1	
Thur.	21	m	10 28	6.7	m	1 24	1.7	
Fri.	22	m	11 28	7.0	m	2 24	1.7	

m morning a afternoon.

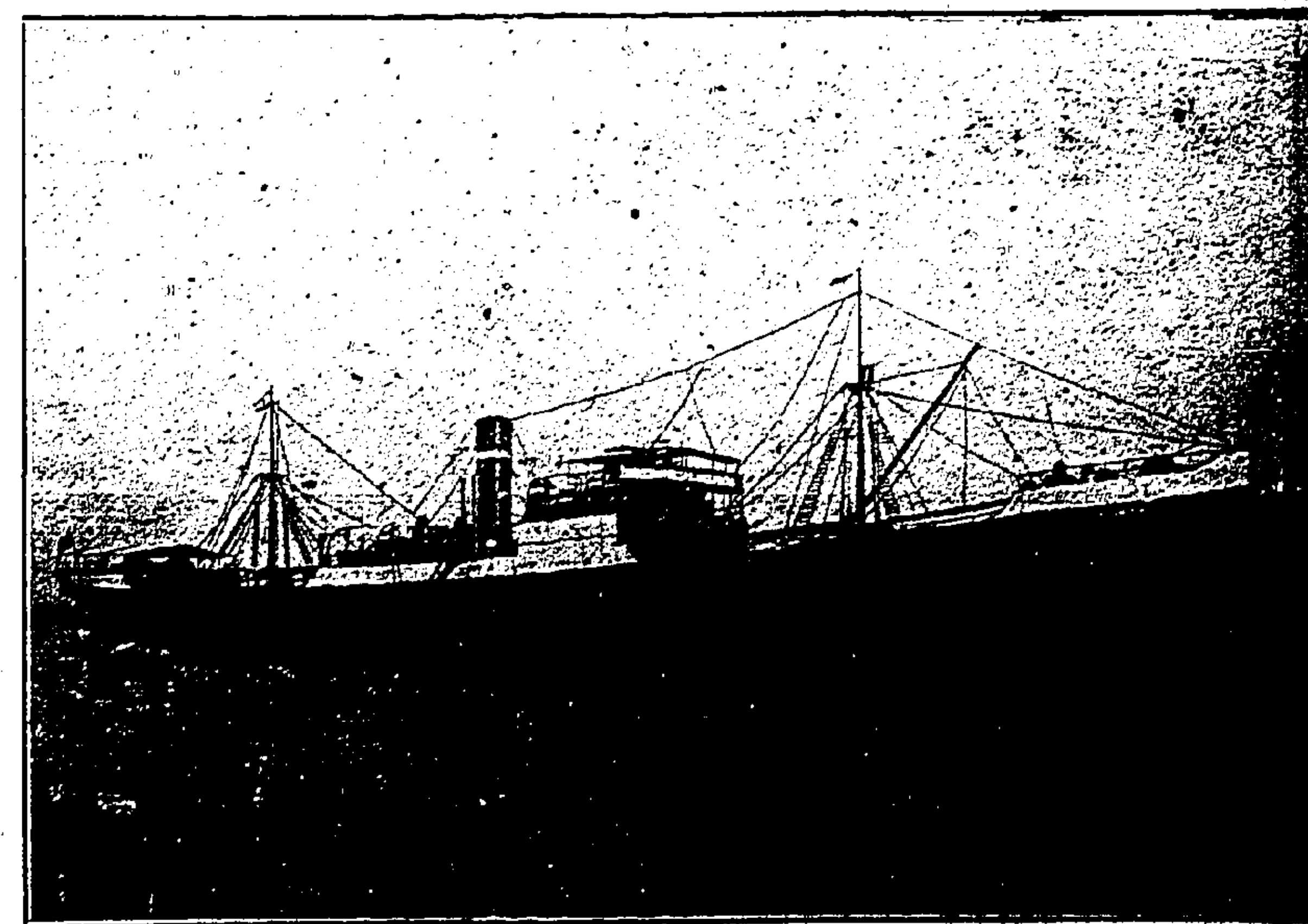
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A.I.P. A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watking

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "PIONEER" (ex "WAR BOMBER") 2,240 tons D.W.; 1,195 tons gross.
Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DRYE & SONS, KOWLOON DOCK, HONGKONG.

BREVITIES.

Gloves in Iceland have thumbs on each side, so they can be used for the right or left hand. And the gloves are fingerless, too.

A race of pigmy camels, five feet high and snow white, can be found in a certain part of Persia. The highest waterfalls in the world are the Kaletur Falls in British Guiana, which make a single leap of 741 feet.

Lake Victoria, Nyanza, in Africa, is the second largest body of fresh water in the world, being exceeded in size by Lake Superior. Forty-five species of insects are recorded as attacking the walnut tree in the United States, while only 15 attack the English walnut in Europe.

The finger print system of identifying criminals is said to have been the invention of orientals, either Chinese or Japanese thousands of years ago.

The letter "M" was regarded by Napoleon as his fatal letter. Most names of men, places and objects with which he is prominently connected start with this letter.

Shaving off whiskers is a sign of mourning among the Hindoos. An oil useful in soap making is being obtained from grape seeds in Argentina.

Centipedes usually have 34 legs but there are other species with as many as 100 or 200 legs.

Waterproof tents, bags and rugs can be made from camel's hair, which is plucked out in the spring. Double entry bookkeeping, originally Italian bookkeeping, was used by Burgo at Venice in the fifteenth century.

In making champagne the grapes are squeezed six times, each pressure making wine of a different quality.

An English invention is a slot machine camera which takes your photograph, develops it, prints it and delivers it all in the space of four minutes.

Two girls working side by side in a 5-and-10-cent store in Chicago discovered one day that they are sisters, who were separated 17 years ago.

A telegraph printing attachment for telephones has been invented to enable an operator to record a message for a person to find on his return should he be absent when called.

In Japan hissing means delight and usually signifies a greeting; in West Africa it denotes astonishment; in the New Hebrides it is evoked by anything beautiful, with the Basutos it is a sign of cordial agreement.

A really good sapphire should appear blue by artificial light as well as daylight; some stones have a trace of black, and some red, the latter making them resemble amethyst, especially by lamplight or gaslight.

An up-to-day way of doing battle with the Canadian thistle is that used by an Oregon man, who inoculates patches of the beautiful but strangling weed with a fungus growth which destroys the plants, root and all.

Every gem known has been found in the United States. The black apes of Guinea have long silky hair and their fur is used for muffs and capes.

Prince Leopold of Belgium is only a private in the Belgian infantry.

It has been shown that pigeons fly almost as fast as a seaplane or flying boat.

The Arctic tern flies from one pole to the other, a distance of 10,000 miles, twice a year, in order to keep in the sunlight.

The grape vine which belonged to the kings of France still exists at Fontainebleau, France, and bears fruit.

A locking device to prevent the use of telephones by unauthorized persons has been invented by a New York man.

French engineers have investigated three coal deposits in Haiti and efforts to develop them will be made.

One-fifth of all peasant cottages in Russia burn down annually, due to the fact that Russian villages are built principally of wood and roofed with straw.

The large number of "generals" in Haiti is due to the fact that this rank is awarded for almost any sort of service to the state or politics.

Nearly 2000 new kinds of postage stamps have been issued in Europe since December 1918. Of these, 1500 are the first stamps of the new European states.

Luther Burbank, the famous naturalist, has produced 30,000 varieties of plums, 60,000 peaches and nectarines, 500 almonds, 5000 walnuts, 3000 apples, 2000 grapes, 2000 pears and thousands of different kinds of berries, flowers and vegetables.

Ball games were first played by the ancient Greeks and Romans, and consisted merely of throwing and catching the ball.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Katori M.	N. Y. K.	Jan. 17
Nankang	C. M. Co.	Jan. 17
Manila M.	O. S. K.	Jan. 18
Monteagle	C. P. O. S.	Jan. 18
Penang M.	N. Y. K.	Jan. 19
M. S. Dollar	R. D. Co.	Jan. 20
West Capot	S. & D.	Jan. 20
Arabian Prince	S. T. Co.	Jan. 20
West Hepburn	R. D. Co.	Jan. 21
E. of Asia	C. P. O. S.	Jan. 22
Imba M.	N. Y. K.	Jan. 23
Nikko M.	N. Y. K.	Jan. 24
St. Albans	P. & O.	Jan. 25
Bessie Dollar	R. D. Co.	Jan. 26
E. of Japan	C. P. O. S.	Jan. 26
West Conob	P. M. Co.	Jan. 26
Van Waerwyck	J. C. J. L.	Jan. 26
Tancred	R. D. Co.	Jan. 26
Iconium	A. L.	Jan. 27
St. Francis	B. L.	Jan. 28
Colombia	P. M. Co.	Jan. 28
Atrous	B. L.	Jan. 28
Africa	D. & Co.	Jan. 28
Siberia M.	T. K. K.	Jan. 30
China	C. M. Co.	Jan. 31
Toyama M.	N. Y. K.	Jan. 31
Mitsuki M.	O. S. K.	Jan. 31
Ceylon M.	N. Y. K.	Jan. 31
Atlas M.	O. S. K.	Feb. 1
Uman M.	O. S. K.	Feb. 1
Suwa M.	N. Y. K.	Feb. 2
West Hart	R. D. Co.	Feb. 2
Persia M.	T. K. K.	Feb. 3
St. Andrew	D. & Co.	Feb. 4
Stanley D.	R. D. Co.	Feb. 6
Kamo M.	N. Y. K.	Feb. 6
Changsha	B. & S.	Feb. 7
West Jena	S. & D.	Feb. 9
Crosskeys	A. L.	Feb. 10
Aristo	B. L.	Feb. 10
Suvero	B. L.	Feb. 10
Eastern	P. & O.	Feb. 11
Matopo	B. L.	Feb. 13
Moorish Prince	S. T. Co.	Feb. 15
Canada M.	O. S. K.	Feb. 15
West Isou	S. & D.	Feb. 15
Aki M.	N. Y. K.	Feb. 15
Whistland	A. L.	Feb. 20
Tango M.	N. Y. K.	Feb. 21
Kashima M.	N. Y. K.	Feb. 22
Korea M.	T. K. K.	Feb. 23
Hakata M.	N. Y. K.	Feb. 23
Venezuela	P. M. Co.	Feb. 25
Colorado Springs	S. & D.	Feb. 25
Hathaway	S. & D.	Feb. 25
West Ivis	S. & D.	Feb. 25
Tajima M.	N. Y. K.	Mar. 2
Nile	C. M. Co.	Mar. 2
Tenyo M.	T. K. K.	Mar. 11
Western Cross	A. L.	Mar. 11
Endicott	A. L.	Mar. 16
Fushimi M.	N. Y. K.	Mar. 17
Elkon	A. L.	Mar. 30
Sagapora	A. L.	Mar. 30
Shimo M.	T. K. K.	Apr. 1

JAPAN, COAST PORTS, ETC.

Tjmanook	J. C. J. L.	Jan. 17
Tikalak	J. C. J. L.	Jan. 17
Amakusa M.	O. S. K.	Jan. 18
Tottori M.	N. Y. K.	Jan. 18
Ielang	B. & S.	Jan. 18
Yunnan	B. & S.	Jan. 18
Loksang	J. M. Co.	Jan. 19
Kwai-sang	J. M. Co.	Jan. 19
Shengkang	B. & S.	Jan. 20
Taming	B. & S.	Jan. 20
Haihong	D. L. Co.	Jan. 20
Asuta M.	N. Y. K.	Jan. 20
Chinhu	B. & S.	Jan. 20
Chusan	B. & S.	Jan. 20
Huichow	B. & S.	Jan. 21
Kwongsang	J. M. Co.	Jan. 22
Sinkiang	B. & S.	Jan. 22
Namsang	J. M. Co.	Jan. 23
Hatching	D. L. Co.	Jan. 23
Loongsang	J. M. Co.	Jan. 23
Him-sang	J. M. Co.	Jan. 24
Tean	B. & S.	Jan. 24
Tama M.	N. Y. K.	Jan. 25
Nagano M.	N. Y. K.	Jan. 25
Nago M.	N. Y. K.	Jan. 25
Sima M.	O. S. K.	Jan. 25
Sosha M.	O. S. K.	Jan. 25
Tsunshin M.	N. Y. K.	Jan. 31
Tjondari	J. C. J. L.	Feb. 14

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:

Chuyetsumaru, Compagnie Japonaise, from Capvarella. E. Campbell, Hongkong Hotel, from Pasadena. Howarth, Sailors Home, from Singapore. Manasseh, passenger Japan, from Calcutta. Mrs. Leslie Virdean, Hongkong Hotel, from San Francisco. Pittendrieh, passenger Kamo Maru, from Edinburgh. Roberto Valeriano, passenger Shimo Maru, from Manila.

F. de H. FARRANT,

Superintendent,

Hongkong, Jan. 15, 1920.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, HONGKONG.—18th January 1920. 2nd Sunday after Epiphany. Holy Communion (7.50 a.m.) Children's Service (10 a.m.) Hymns: 163, 335, 242. Matins (11 a.m.) Responses: Festival. Venite: Tucker. Psalms: Macfarren (5th evening), Trent (7th morning). Te Deum: Sawes, Cooke and Hopkins. Jubilate: Ayrton. Hymns: 447, (412), 75, (50). Sevenfold Amen. God Save the King. N.B.—Psalm 27, verses 1, 2, 6 and 16 in unison. Psalm 38, verses 5 and 6 in unison. Hymn 447, verses 1 and 5 in unison. Hymn 75, verse 2 in unison. Holy Communion (12 noon). Evensong (6 p.m.) Responses: Festival. Psalm: Woodward and Cooke (3rd morning). Magnificat: Kelway (17th evening). Nunc Dimittis: Bennett (15th evening). Hymns: 203, 150, 477. Sevenfold Amen. N.B.—Psalm 68, verses 1, 2, 7, 8, 17, 18, 25, 32 & 33 in unison. Hymn 202, verse 1 in unison. Hymn 150, verses 3 and 6 in unison. Hymn 477, verse 5 in unison.

ST. ANDREW'S CHURCH, KOWLOON.—18th January, 1920. 2nd Sunday after Epiphany. Holy Communion at 8.15 a.m. Morning Prayer 11 a.m. Opening: Voluntary. Responses: Festival. Venite: Tucker. Psalms: XXVII—Macfarren (5th evening). XXXVI—Trent (7th morning). Te Deum: Woodward, Smart and Turle. Benedictus: Barnby. Hymns: 133, 51, 151. Concluding Voluntary. Evening Prayer 6 p.m. Responses: Festival. Psalm: LXVIII—Crotch, Cooke, (13th morning). Magnificat: Beethoven—27th morning. Nunc Dimittis: Wickes—10th evening. Hymns: 13, 276, 31. Concluding Voluntary. Note—Choir Practice next Thursday at 6.00 p.m.

UNION CHURCH KENNEDY ROAD.—Sunday Services Jan. 18th Morning at 11 a.m. Hymns: 379, 555, 222, 620. Evening at 6 p.m. Hymns: 373, 207, 371, 165. Preacher: Rev. J. Kirk Macdonachie.

WESLEYAN METHODIST CHURCH WANCHAI.—Sunday Jan. 18th Morning 10.15 a.m. Evening service at 6 p.m.

ST. PETER'S CHURCH, WEST POINT.—Sunday, Jan. 18th 1919. 8 a.m. Holy Communion 11 a.m. Morning Prayer, and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m.

THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services:—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday. Exposition of Scripture, 8 p.m. Thursday. Bible Class, 8 p.m. Friday. Bible Class for Ladies, 5.30 p.m. Saturday. Prayer-Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL GLENALTY.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

SOLDIERS' AND SAILORS' HOME ARSENAL STREET.—Sunday Evening. Gospel Services p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Sinenghin, Des Voeux Road Central, from Amoy. Major Villiers Coupon, retransmitted from Yokohama, from Victoria B. C.

Katojiuchi Captain, Burbon Maru, via H.K. from Tokohashi. Yuenyuchang, from Shanghai. Tawawchiew, from Amoy. Choycheungkuk Steward of Steamer Chinon c/o Yeaschan Store, from Amoy.

Jonas, Passenger Kitano Maru, from Kobe. Addelson, Georges Hotel, from Yokohama.

Major Chas. I. Glidden, c/o American Consul, from Tsingtau.

T. KRING,

Superintendent,

Hongkong, Jan. 16, 1920.

NEW ADVERTISEMENTS.

NOTICE

TO ALL RETURNED HONGKONG OFFICERS, N.C.O.'S AND MEN.

His Excellency the Governor desires to entertain at a Garden Party at Government House on the afternoon of Saturday, the 7th of February, 1920, all officers, N.C.O.'s and men who have returned to Hongkong after serving with His Majesty's Forces at the Front, together with their wives. All those who desire to attend the Garden Party are requested kindly to send in their names (stating if they are married) to the Aide-de-Camp, Government House, on or before Saturday, the 24th of January, 1920, after which date cards of invitation will be sent out.

H. S. MCGRATH,
Capt., Aide-de-Camp.

Government House,
14th Jan., 1920.

RUSSIAN GRAND OPERA CO.

THEATRE ROYAL

TO-NIGHT!
at 9.15 p.m.

CAVALLERIA
RUSTICANA
AND
PAGLIACCI.

Jan. 19th, IL TROVATORE.
" 20th, MADAME
BUTTERFLY.
" 21st, LA BOHEME.

MATINEE:

TO DAY
Saturday, Jan. 17th.,
at 3.15 p.m.
TRAVIATA.

PRICES: \$4, \$3 & \$1.

Booking now open at MOUTRIE'S.

G. R. NOTICE.

The Public are warned that dogs without collars found at large after 10 p.m. are liable to be destroyed by the Police.

E. P. C. WOLFE,

C. S. P.
Hongkong, 16th January, 1920.

NOTICE.

We have established a Branch Office in Sydney with Mr. Arthur Nickells Bishop as the Manager thereof.

THE
HONGKONG MERCANTILE
CO., LTD.

Hongkong, 15th January, 1920.

NOTICE.

KOWLOON RESIDENTS' ASSOCIATION.

A meeting of Kowloon Residents will be held in the Chamber of Commerce Room, City Hall, on Tuesday 20th January, at 5.15 p.m. for the purpose of inaugurating the "Kowloon Residents' Association" the principal object of which is the betterment of conditions of residence in Kowloon and the adjacent territories.

All Kowloon residents, both ladies and gentlemen interested in the movement, are invited to attend, and anyone wishing to join the Association, who have not already done so, please send their names to Mr. B. L. Frost, 1 Kimberley Villas Kowloon.

G. R. NOTICES.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 19th day of January, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Aberdeen, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT

Lot No.	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares
1	1.5	101,400	10,140,000	40,540	4.054
2	1.5	101,400	10,140,000	40,540	4.054
3	1.5	101,400	10,140,000	40,540	4.054
4	1.5	101,400	10,140,000	40,540	4.054
5	1.5	101,400	10,140,000	40,540	4.054
6	1.5	101,400	10,140,000	40,540	4.054
7	1.5	101,400	10,140,000	40,540	4.054
8	1.5	101,400	10,140,000	40,540	4.054
9	1.5	101,400	10,140,000	40,540	4.054
10	1.5	101,400	10,140,000	40,540	4.054

G. R. NOTICE.

SUN LIFE ASSURANCE COMPANY OF CANADA.

We are in receipt of the following cable from Head Office: Sun Life Assurance Co. of Canada, Hongkong.

New Business in 1919, ONE HUNDRED MILLIONS TORY. This means an increase of 100% over 1918.

F. M. WELLER,
Manager.
Hongkong, 15th Jan., 1920.

NOTICE.

REPULSE BAY HOTEL.

THE FINEST DANCE FLOOR IN THE COLONY.

UNTIL FURTHER NOTICE ON SATURDAY 17th January.

TEA DANSANT—From 4 p.m. to 7 p.m.

DINNER DANSANT From 8 p.m.

SUNDAY, 18th January. AFTERNOON AND EVENING ORCHESTRAL CONCERTS.

J. H. TAGGART,
Manager.

G. R. NOTICE.

It is hereby notified that persons applying for licences under the ARMS AMMUNITION ORDINANCE should do so between the hours of 9 a.m. and 11 a.m., daily, Sundays and Holidays excepted.

Application to be made at the Licensing Clerk's Office, Central Police Station.

E. D. WOLFE,
C. S. P.
Hongkong, 10th January, 1920.

NOTICE.

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE is hereby given that the Sixth Ordinary Meeting of Shareholders in this Company will be held at the Offices of Messrs. Jardine Matheson & Company, Limited, on Thursday 29th January 1920 at 11.30 a.m. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1919.

The Register of Shares of the Company will be Closed from Monday 19th to Thursday 29th January 1920 (both days inclusive), during which period no Transfer of Shares can be Registered.

(By Order of the Board of Directors.

The Hongkong Central Estate, Limited.

MOWBRAY S. NORTHCOTE
Secretary to
The General Managers.

Hongkong, 13th January, 1920.

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

NOTICE is hereby given that the Thirty Second Ordinary Meeting of Shareholders in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on Thursday 29th, January 1920 at 12 o'clock at noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1919.

The Register of Shares of the Company will be Closed from Monday 19th to Thursday 29th, January 1920 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE
Secretary.

Hongkong, 13th January, 1920.

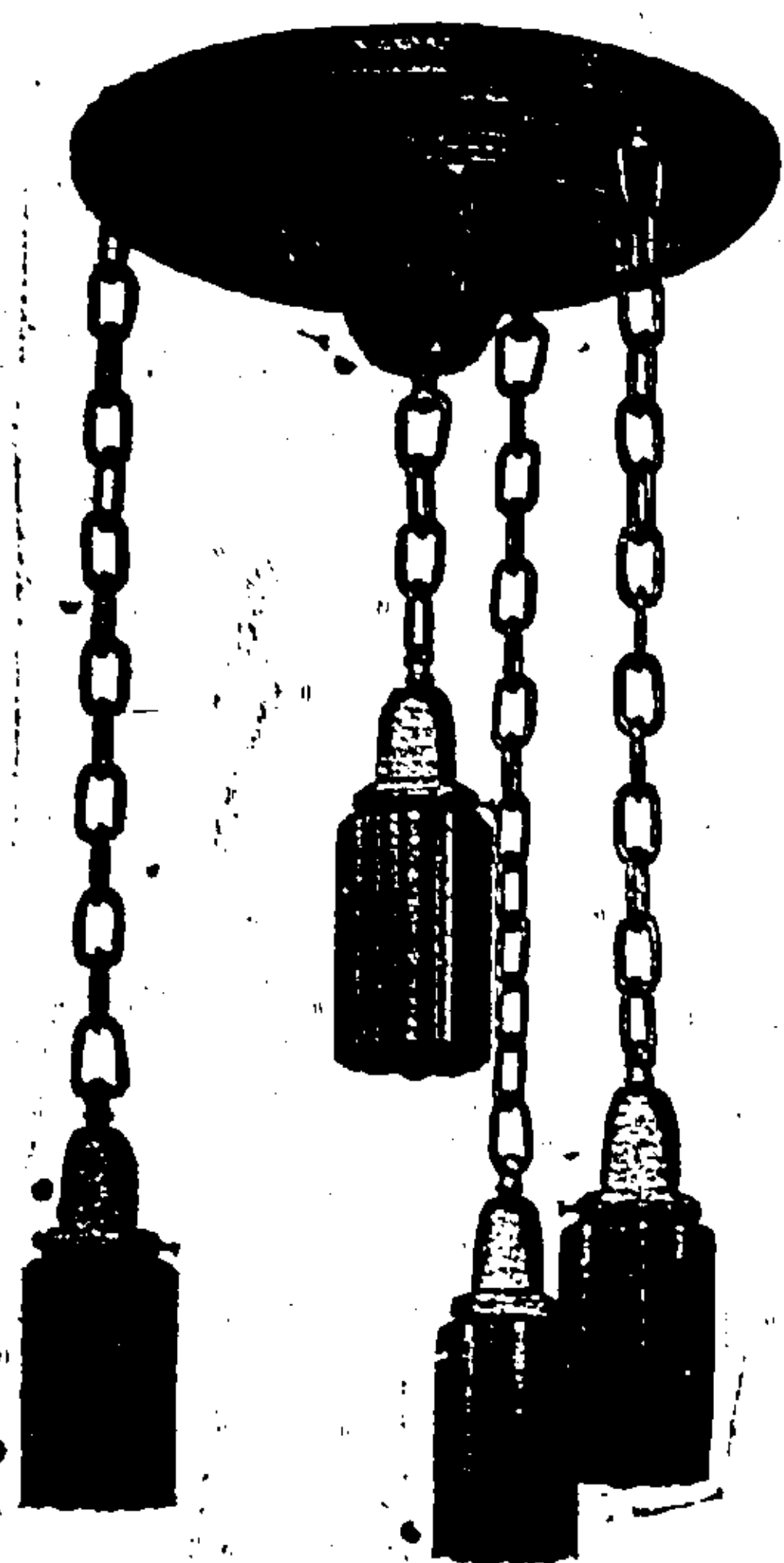
NOTICE.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE is hereby given that the Nineteenth Ordinary Meeting of Shareholders in this Company will be held at the Office of Messrs. Jardine Matheson & Company, Limited on Thursday the 29th, January 1920 at 11.45 a.m. for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1919. The Register of Shares of the company will be Closed from Monday 19th to Thursday 29th, January 1920 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE
Secretary.



WE CAN BEAUTIFY YOUR HOME AND
MAKE NIGHT AS BRIGHT AS DAY.

WE CARRY STOCK OF BOWLS, SHADES,
TABLE LAMPS AND ELECTRICAL FITTINGS
TO SUIT ALL WHAT YOU DO NOT SEE
IN OUR SHOWROOMS, WE CAN HAVE
MADE UP TO YOUR SPECIFICATIONS.
BEING FACTORY REPRESENTATIVES WE
CAN SUPPLY YOU WITH THE GOODS AT
VERY LOW PRICES.

**UNION ENGINEERING
CO., LTD.**

Office & Showroom 13 Chater Road.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer

"BELLEROPHON"

are hereby notified that the
Cargo will be discharged into
Holt's Wharf, Kowloon, where it
will lie at Consignee's risk. The
Cargo will be ready for delivery
from Godown on and after 15th
January.

Optional cargo will be landed,
unless notice has been given
prior to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted after
the Goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 21st Jan.,
will be subject to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 4th
February, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th January, 1920.

NOTICE TO CONSIGNEES.

AMERICAN ASIATIC S.S. CO.

From NEW YORK

The Steamship

"ARABIAN PRINCE"

having arrived from the above
Ports. Consignees of Cargo are
hereby informed that their goods
are being landed at their risk into
the Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, Kowloon,
and stored at Consignees risk and
expense.

Consignees of cargo are hereby
notified that they must produce
an Import permit signed by the
Superintendent of Imports and
Exports Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed, and damaged
goods are to be left in the
godowns, where they will be ex-
amined on by Messrs. Goddard &
Douglas.

All claims must be presented
within fifteen days of the steamer's
arrival here, after which date
they cannot be recognised.

No claims will be presented
within fifteen days of the steam-
er's arrival here, after which date
they cannot be recognised.

No claims will be admitted after
the goods have left the Godowns,
and all Goods remaining unde-
livered after the 20th inst. will be
subject to rent.

No Fire Insurance has been
effected.

Bills of Lading will be counter-
signed by

SHEWAN TOMES & CO.
Agents.

Hongkong, 13th January, 1920.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED**

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS

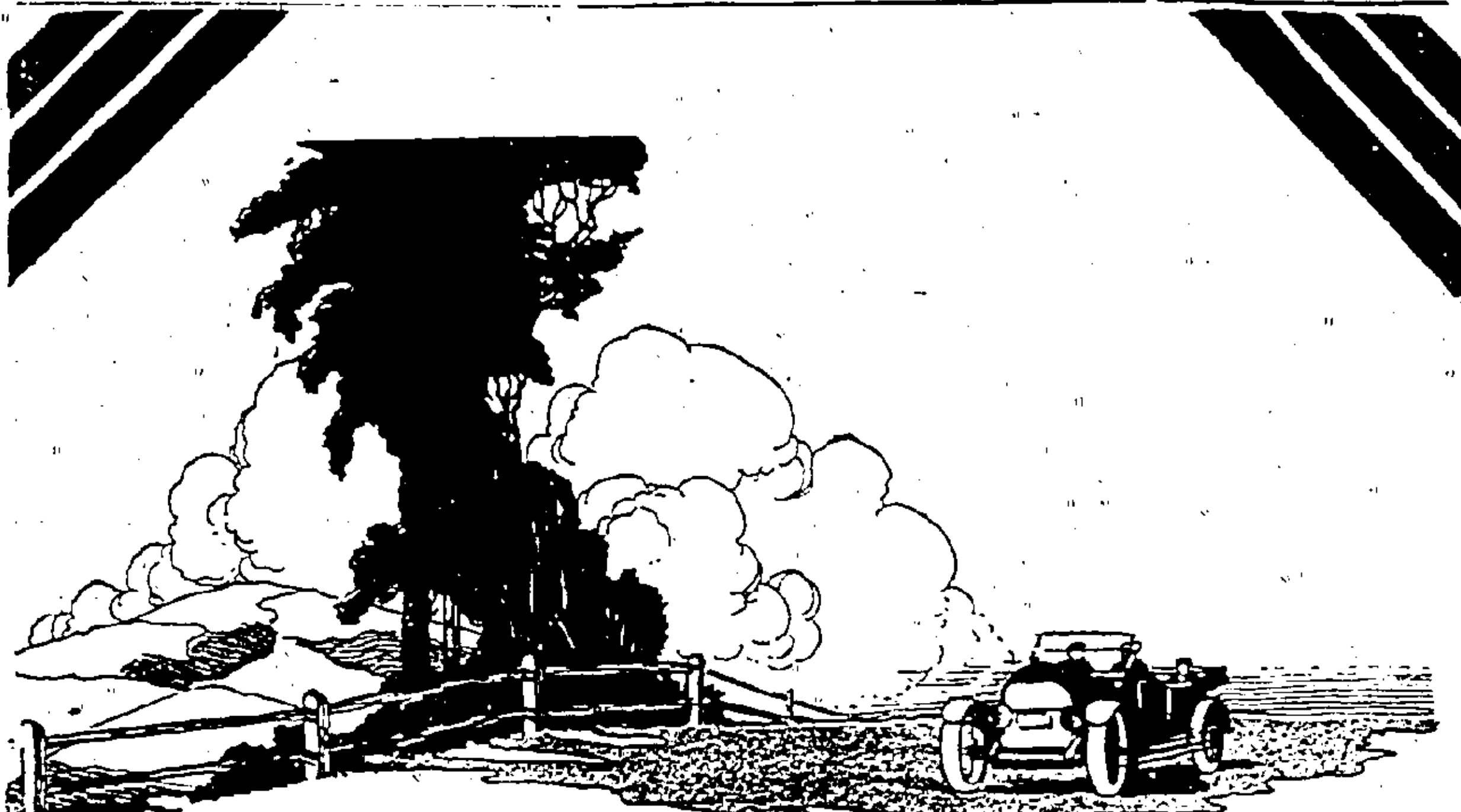
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TELEPHONE NO. 222

CALL PLAN: "T" OVER "AMS. PENNANT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN



We expect shortly
shipments of the following
Cars and Motorcycles:—

**Sunbeam, Austin, Nash,
Elcar, Hupmobile, Ford.**

**A.J.S., Triumph, Royal Enfield,
Indian, Cleveland.**

We shall be pleased to supply
catalogues and quote prices.

ALEX. ROSS & CO.,

Machinery Department.

25, Des Voeux Road Central.

Telephone 27.

**THE BRITISH ANTI-FOULING
COMPOSITION AND PAINT COMPANY, LTD.**

HONGKONG:

TORPEDO



HONGKONG:

BRADLEY & CO. LTD.

THE BANK LINE, LTD.

Anti-Corrosive and Anti-Fouling Compositions

All manufactured at the Company's Works, BARKING, ESSEX.

CONTRACTORS TO THE ADMIRALTY

These well-known Compositions afford unsurpassed protection against Rust and Fouling. Their firm adherence
and smooth, unbroken surface tend to increase speed and save coal consumption.

AGENCIES AND STOCKS AT ALL THE PRINCIPAL PORTS.

HEAD OFFICE: 130, FENCHURCH STREET, LONDON, E.C. 3.

And at Cardiff, Liverpool, Newcastle-on-Tyne, Glasgow, Sunderland, West Hartlepool, Middlesbrough, Hull,
Southampton, Dunkirk.

NEW YORK—THE FEDERAL COMPOSITION & PAINT Co., Ltd., 17, BATTERY PLACE.

WATER RETURN.

Level and Storage of water in
Reservoirs on January 1, 1920.
CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1919	1920
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1919	1920
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow

Consumption of water in the City and Hill Dis-
trict in millions and decimals of gallons during the
month of December.

	1919	1920
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow

KOWLOON WATERWORKS LEVEL.

	1919	1920
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
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City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow
City	15.7 Below overflow	4.4 Below overflow

The Government Analyst's reports show that the
water is of excellent quality.

W. CHATHAM,
Water Authority.

ANNOUNCEMENT EXTRAORDINARY

VERY SPECIAL ENGAGEMENT

OF

THE FAMOUS RUSSIAN MUSICIANS

KNOX BROTHERS

THE KINGS OF THE WHISTLERS

AT THE

Victoria Theatre

January, 18th & 19th,

TWO NIGHTS ONLY.

ALSO

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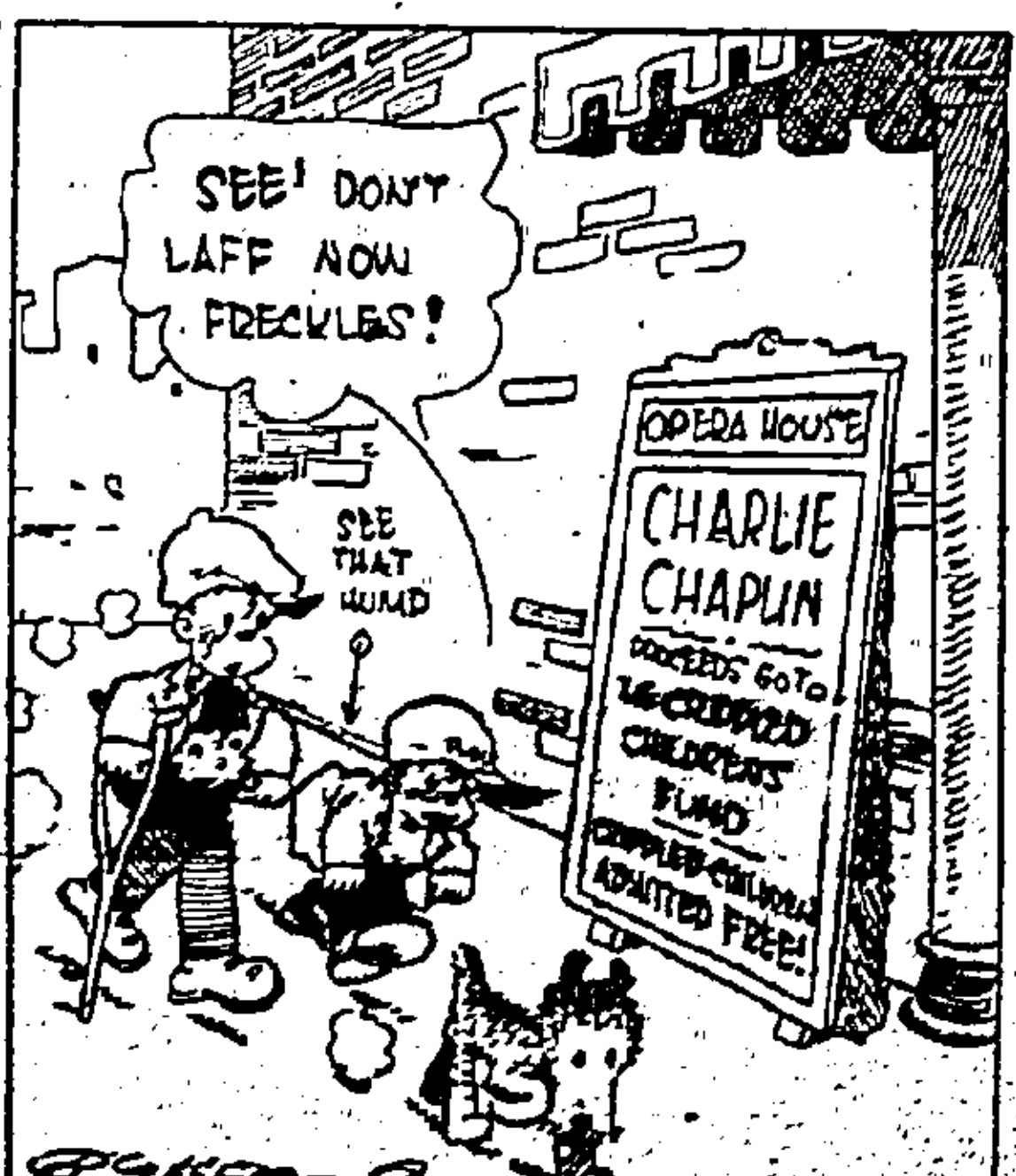
IN

"THE YELLOW TICKET."

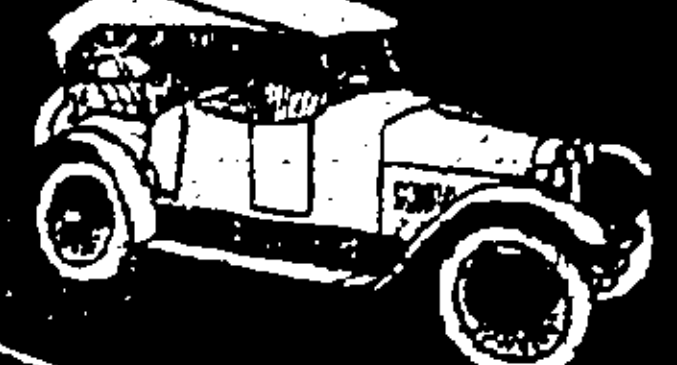
FRECKLES AND HIS FRIENDS

A'ek May Be Little, But He Has Big Ideas!

BY BLOSSER.



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AT YOUR SERVICE

QUALITY

Promptness Moderate Price

Our reputation has been built up on
the above three essentials and we
are constantly watching for improve-
ment in order to keep up good
services to our Patrons.

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EARLIER TELEGRAMS.

RAILWAYMEN'S DEMANDS.

London, Jan. 14.
The meeting of railwaymen and Sir Eric Geddes this afternoon lasted for two and a half hours. It is reliably stated that the proceedings were of the friendliest and frankest description. Sir Eric Geddes stated that the Government is prepared to make very substantial concessions but is unwilling to yield on general principle. The Cabinet is anxious that the railwaymen should give the new scheme a fair trial. Mr. Thomas thanked Sir Eric Geddes for carefully considering the men's objections to the Government's proposals and said the matter would be fully submitted to a meeting of delegates this evening and the National Union of Railwaymen would subsequently reply to the Government's new offer. Sir Eric Geddes emphasised that the Cabinet is anxious to reach a settlement acceptable to all parties. Mr. Thomas replied that the N.U.R. would do all it could to help.

London, Jan. 15.
Although the railway position is indefinite the adjourned discussion upon the Government's reply is regarded as a hopeful sign. The delegates participated in a most lively four-hour debate without coming to any decision. Some of the delegates emphatically declared that mere modifications of detail and removal of certain anomalies would not meet the demands of the branches and only the Government's acceptance of the principle of standardisation, based on the highest wages, plus war bonus, and the Government's abandonment of the sliding scale would justify the delegates voting for a settlement. Meanwhile the official organ of the National Union partially lifts the veil on last week's proceedings. The organ publishes an official report of the meetings showing that only one item of the Government's offer was accepted, namely the standardisation of railway work by the elimination of a large number of grades. The meeting resolved to demand standardised wages based on the highest rate of wages plus the war wage in each grade concerned. It rejected the principle of sliding scale based on the cost of living, because the cost of living was not the only factor on which the wages should be fixed and it would tend to stereotype the present standard of comfort and prevent any improvements being obtained irrespective of how the productive forces of society may improve. It demanded that a large number of railwaymen excluded from the proposals should be included, also that any settlement should be applicable to Irish railwaymen. The decisions were communicated to Sir Eric Geddes who wrote observing that the delegates had overthrown the results of the whole three months' negotiations and reverted to the original demands which the Government had decided could not be conceded.

THE FRENCH ELECTIONS.

Paris, Jan. 15.
An interesting situation arises out of next Saturday's Presidential election in France, and the fact that M. Poincaré has now available his seat in the Senate continues to be the main topic of discussion in Paris. A dramatic scene took place in the Chamber of Deputies when M. Deschanel, after being re-elected President, was accorded a tremendous ovation with shouts of "A Versailles!" After the sitting of the Chamber M. Deschanel said he would not try to escape from the duties imposed upon him if he were assured that the Senate would give him as many votes as the Chamber. M. Leon Bourgeois was elected President of the Senate by 147 votes, against 125 votes for Antonin Dubouché.

COMMUNISM IN VIENNA.

Paris, Jan. 14.
Reports received here from Vienna state that armed communists dissolved the Municipal Council and declared for the abolition of private property and socialisation of industry. A demonstration of workers takes place on the 15th, and is feared to be the prelude to Bolshevik chaos unless food-stuffs are supplied without delay.

SEDITION IN AMERICA.

Washington, Jan. 11.
The Senate has passed the Anti-Sedition Bill providing for a maximum fine of five hundred dollars and five years imprisonment, and in the case of aliens subsequent deportation, for acts or propaganda having the object of overthrowing the Government by violence. The measure now goes to the House of Representatives.

AMERICA AND GERMANY.

Washington, Jan. 11.
The United States has formally notified Germany in connection with the exchange of ratifications that the conditions of the armistice still govern relations between the United States and Germany.

EARLIER TELEGRAMS.

RATIFICATION OF PEACE.

London, Jan. 12.
The papers echo the King's prayer that the ceremony of Saturday may open an era of unbroken peace, but they dwell on the anxious problems still awaiting solution. The "Daily Telegraph" says: This is no time for triumph or soaring hopes. The delay in completing peace with Germany is less disquieting than the graver questions involved by the omission of the American and Russian signatures from Saturday's process verbal on the problems of the re-settlement of the East.

The "Morning Post" says: The Germans are naturally anxious to discover what their relations will be with Britain. The immediate issue being a business one it is essential that Britain's fiscal policy be formulated without delay.

The "Daily Express," while insisting on non-erasure of the terms by the Allies if they wish to reap the fruits of victory, says we must permit Germany a measure of recovery to enable her to fulfil her undertakings.

The "Lokal Anzeiger" heads a special peace supplement with the words "Under the Peace Yoke."

The "Deutsche Allgemeine" enlarges on the limitation of German sovereignty.

The "Freiheit" talks about a yoke which sets the hope of the British worker alleviating it.

The "Vorwaerts" exhorts courage for peace and hopes the Treaty will be revised. It calls for a last defensive struggle in connection with the plebiscites.

The "Tagesspiegel" deals with a German irredentist.

The "Talgliche Rundschau" says: Our aim must be the removal of this work of peace.

New York, Jan. 12.
The ceremony in Paris has impressed Americans with the consciousness that they alone are still warring with Germany. Senators are flooded with appeals to agree to a compromise on the Treaty.

ANTI-OPIMUM MEASURES.

London, Jan. 10.
The Secretary of the Edinburgh Anti-Opium Committee, writing to the "Times," urges the Government to adopt the Associated British Chambers of Commerce resolution passed in Shanghai in November as regards control of morphia factories in Britain. The writer advocates immediate reduction of the poppy acreage in India, wherefrom portion of the opium smuggled into China is secured, and the reduction of the morphia output of Britain by 75 per cent. He mentions that there are two morphia factories in Edinburgh and one in London.

STEAMER WRECKED.

London, Jan. 11.
The cargo ship Treval, from Calcutta, with a cargo of jute and manganese, has been wrecked at Weymouth. There are seven survivors and it is feared that thirty-three have perished. Twenty bodies have been washed ashore.

ROME-TOKIO FLIGHT.

London, Jan. 10.
A Rome message says that Lieutenant Scavini and Banalumi, piloting a Caproni aeroplane, from Rome to Tokio, arrived at Valona on 5th inst. and are proceeding to Salonika immediately.

OBITUARY.

London, Jan. 11.
The death is announced at Paisley of Sir John M. McCallum, M.P., (Liberal), member for Paisley since 1906.

BOLSHEVIKS CONCENTRATING.

Copenhagen, Jan. 11.
The Bolsheviks are transferring troops to the Lettish-Polish front, which is now the sole rampart of anti-Bolshevism in East Europe. The Lettish army becomes daily stronger and Britain and France are helping to provide equipment.

CONSIGNEES.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer

"POLYPHEMUS"

From NEW YORK via SUEZ

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godowns on and after 16th January.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd January will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 16th January, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co's Steamer

"LAOMEDON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 16th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd Jan., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th Feb., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 16th January, 1919.



No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!

The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

In use by the—

BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE
ARGENTINE AND CHILIAN NAVIES.

Also—

Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-
American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Lampert & Holt, Knight, Leyland, Brocklebank, John Cookwell,
Line, Nippon Yusen Kaisha, and practically all important Steam-
ship Companies.

Agents for Hongkong & South China

THE EASTERN ASBESTOS COMPANY,
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating
Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere.

Sole Agents,

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

16, Queen's Road, Central,
HONGKONG.

Now on sale everywhere!

Messrs. Benger's Food Ltd. are able to announce that
supplies of Benger's Food should now be readily obtainable
throughout India and the Far East.

Should any consumer find difficulty in obtaining
Benger's Food, communications addressed to Benger's
Food Ltd., Manchester, England, will receive prompt
attention.

BENGER'S
Food

is for INFANTS, INVALIDS and the AGED.

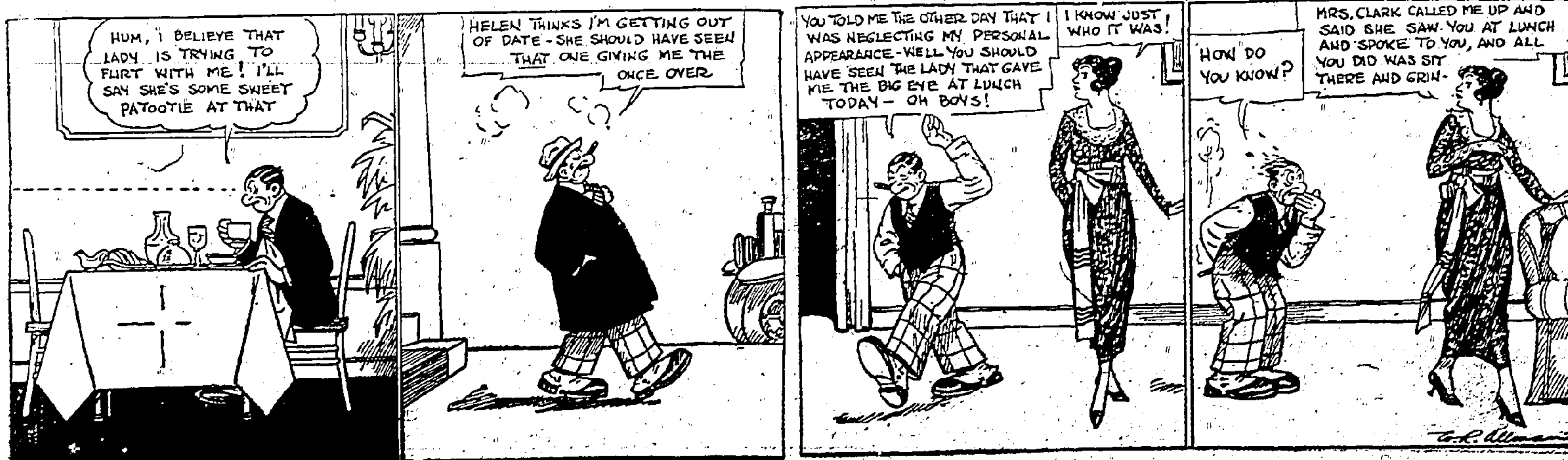
During 35 years' use by the Medical Profession, it has
fulfilled every claim made for it.

BENGER'S FOOD LTD., MANCHESTER, ENGLAND.
Branch Offices: NEW YORK, U.S.A.; 90, BROADWAY, NEW YORK; SYDNEY, N.S.W.; 179, PM STREET.

DOINGS OF THE DUFFS

Tom Pinned a Medal on Himself Too, Soon.

BY ALLMAN.



PICTORIAL SUPPLEMENT.



"Sky" Kerrison, the well-known Hongkong boxer, with his trainer.



Photo: Mee Cheong.

Mr. & Mrs. J. H. Taggart at the entrance to the new Repulse Bay Hotel.



Photo: Mee Cheong.

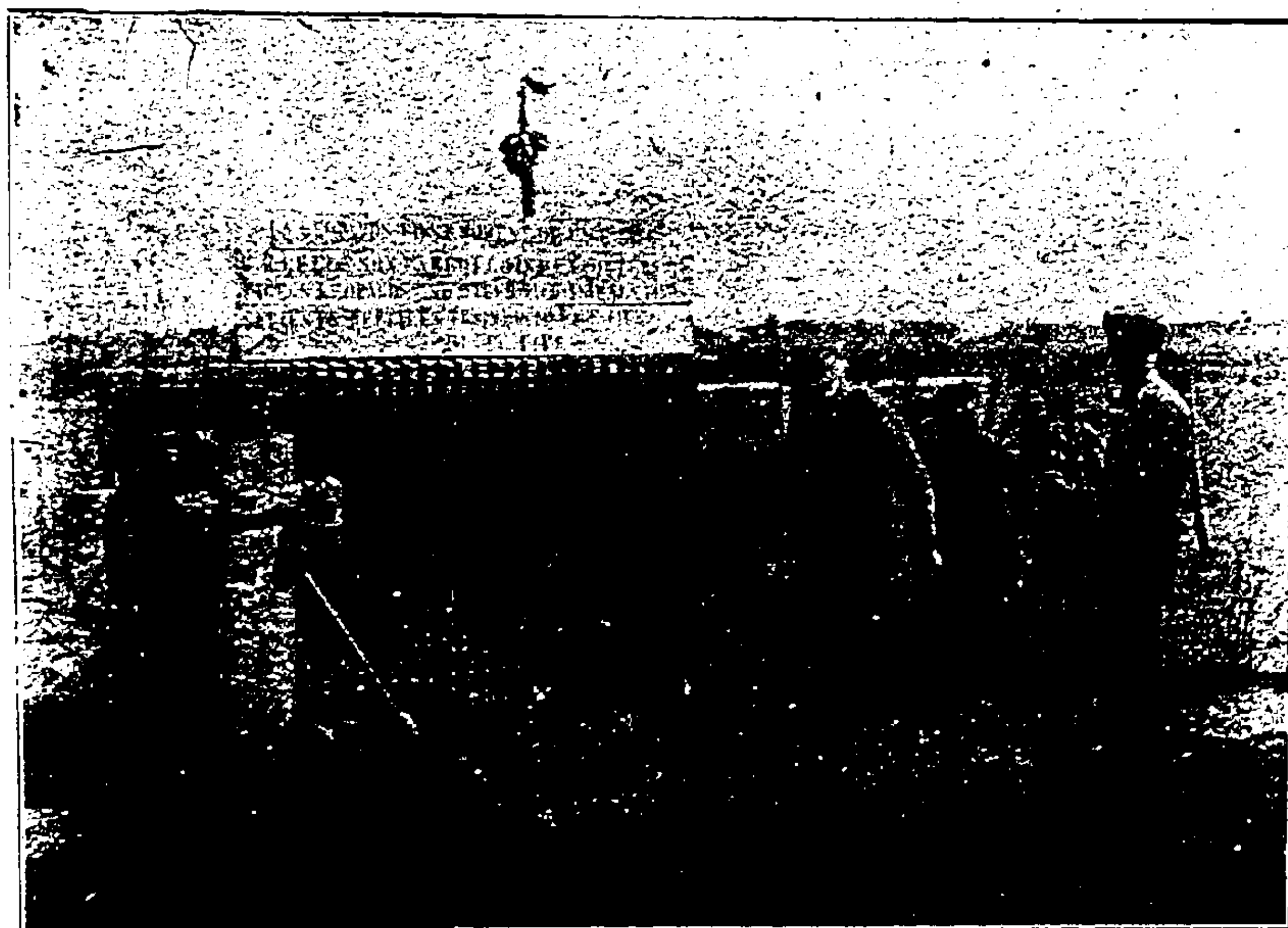
The Lounge at the Repulse Bay Hotel.

CADET CORPS CAMP AT LOWU.



Photo: Mee Cheong.

General view of the Camp.



The illustration shows a caged leopard shortly after its capture by Messrs. G. E. Bell and Son, of Pakhoi. These animals when first deprived of their freedom become very fierce and in their repeated efforts to break down the iron bars of the cage they do themselves much injury. The above animal, in struggling to get free broke off several of his claws and snapped off two of his tusks. According to Chinese stories, he had a bad record. A short time before he was trapped he carried off a farmer's young daughter whilst she was drawing water from a lonely well.



Photo: Mee Cheong.

This group was taken on the occasion of a recent tennis match between Queen's College masters and pupils.

NOTICES.



"FELUCCA 33"

"THE CIGARETTE OF DISTINCTION."



There is an instantly
recognisable flavour to
"FELUCCA"
which distinguishes it
from other Egyptian
CIGARETTES.

This advertisement is issued by British American Tobacco Co., (China) Ltd.

EXCHANGE.

SELLING.

T/T	5/-
Demand	5/14
30 d/s	5/24
60 d/s	5/12
4 m/s	5/14
T/T Shanghai	Nom.
T/T Singapore	213
T/T Japan	189
T/T India	214
Demand, India	214
T/T San Francisco	93 3/4
& New York	
T/T Java	245
T/T Marks	Nom.
T/T France	106.60
Demand, Paris	

BUYING.

4 m/s. L/C	5/2
4 m/s. D/P	5/24
6 m/s. L/C	5/24
30 d/s. Sydney and Melbourne	5/24
30 d/s. San Francisco & New York	95 1/4
4 m/s. Marks	Nom.
4 m/s. France	11.00
6 m/s. France	11.12
Demand, Germany	93 3/4
Demand, New York	93 3/4
T/T Bombay	214
Demand, Bombay	214
Demand, Calcutta	214
Demand, Manila	199 1/2
Demand, Singapore	213
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	3.95 Nom.
Gold leaf per Tael	32.20
Bar Silver, per oz	77
forward	75 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
H'kong, 50 cent pieces	par.
" 10 "	\$22 pm.
" 5 "	\$72 pm.
Canton coins	64 pm.

POST OFFICE.

Attention is again directed to the necessity for more adequate packing of parcels addressed to the United Kingdom. All parcels insured ordinary, to and from the United Kingdom are now forwarded in bags and very careful packing is necessary to ensure safe transmission.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Saigon—Per SCHARNHORST, 18th Jan.
Europe via Negapatam—Per BENARTY, 18th Jan.
Shanghai and Japan—Per ANG-MARU, 18th Jan.
Shanghai—Per SINKIANG, 19th Jan.
Manila, Canada and U.S.A.—Per EMPRESS OF ASIA, 19th Jan.
Straits—Per ATSUTA M., 19th Jan.
Straits—Per MUTTRA, 21st Jan.
Bombay—Per TAMA M., 24th Jan.
Straits & Calcutta—Per SHIM-PO M., 30th Jan.

OUTWARD MAILS.

TO-MORROW.
Macao—Per SUI AN, 18th Jan., 8.30 a.m.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 18th Jan., 9 a.m.
Shanghai, North China & Japan via Victoria B. C.—Per MANILA M., 18th Jan., 9 a.m.
Shanghai and North China—Per YUNNAN, 18th Jan., 9 a.m.
Hoihow & Haiphong—Per LOK-SANG, 18th Jan., 9 a.m.

Japan via Moji—Per LAOME-DON, 18th Jan., 9 a.m.

MONDAY, 19TH JANUARY.

Macao—Per SUI AN, 19th Jan., 8.30 a.m.

Shanghai, North China & Japan via Yokohama—Per TJISA-LAK, 19th Jan., 3 p.m.

Japan via Kobe—Per KWAI-SANG, 19th Jan., 4 p.m.

Macao—Per CHUNCHOW, 19th Jan., 4.30 p.m.

Shanghai Weihaiwei & Chefoo—Per SHENGKING, 19th Jan., 5 p.m.

Amoy & Foochow—Per POLYPHEMEUS, 19th Jan., 5 p.m.

TUESDAY, 20TH JANUARY.

Swatow & Straits—Per CHIN-HUA, 20th Jan., 8 a.m.

Swatow & Bangkok—Per CHU-SAN, 20th Jan., 8 a.m.

Macao—Per SUI TAI, 20th Jan., 8.30 a.m.

Shanghai N. China & Japan via Kobe—Per ATSUTA M., 20th Jan., 10 a.m.

Swatow, Amoy & Foochow—Per HAIHONG, 20th Jan., noon.

Philippine Islands—Per TAM-ING, 20th Jan., 2 p.m.

Macao—Per CHUNCHOW, 20th Jan., 4.30 p.m.

WEDNESDAY, 21ST JANUARY.

Macao—Per SUI AN, 21st Jan., 8.30 a.m.

Amoy, Shanghai & North China—Per HUICHOW, 21st Jan., 3 p.m.

Macao—Per CHUNCHOW, 21st Jan., 4.30 p.m.

THURSDAY, 22ND JANUARY.

Macao—Per SUI TAI, 22nd Jan., 8.30 a.m.

Shanghai and North China—Per SINKIANG, 22nd Jan., 10 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and Europe via SUEZ—Per TEIRESIAS, 22nd Jan., Reg. 9.15 a.m. Letters 10 a.m.

The Parcel Mail will be closed on Wednesday, 21st Jan., at 5 p.m.

Shanghai, North China & Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VANCOUVER B.C.—Per EMPRESS OF ASIA, 22nd Jan., 9 a.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks	\$600
Marine Insurances.	
Cantons	b. 390
North China	n. t. 160
Unions	n. 180
Yangtzes	n. 260
Far Easterns	n. t. 22
Fire Insurances.	
China Fires	n. 138
H. K. Fires	s. 310
Shipping.	
Douglases	n. 90
Steamboats	b. 21 1/2
Indos (Pref.)	n. 20
Indos (Def.)	n. 210
Shells	s. 240/-
Ferries	s. 30
Refineries.	
Sugars	n. 212
Malabons	b. 47
Mining.	
Kailans	n. 115/-
Langkats	n. t. 15 1/2
Shanghai Loans	n. t. 15 1/2
Shai Explorations	n. t. 15 1/2
Raubs	s. 2
Tronohs	n. 42 1/2
Ural Caspians	s. 40/-
Docks, Wharves, Godowns, &c.	
H.K. Wharves	n. 90
K. Docks	s. 165
Shai Docks	s. t. 114
N. Engineerings	n. t. 26 3/4
Land, Hotel & Buildings.	
Centrals	s. 102
H.K. Hotels	b. 110
L. Invest.	n. 120
H'phreys Est.	b. 7 1/2
K'loon Lands	b. 53
L. Reclamations	n. 140
West Points	b. 58
Cotton Mills.	
Ewos	n. t. 500
Kung Yiks	n. t. 51 1/2
Lau Kung Mows	n. t. 300
Oriental	n. t. 300
Shai Cottons	n. t. 280
Yangtzepeeps	n. t. 31
Miscellaneous.	
Cements	s. 6.80
China Borneos	b. 17
Do. Light old b. 7 new 5	
China Providents	b. 7.60
Dairy Farms	n. 87
Electric H. K.	n. 34
Electric Macao	n. 28
Hongkong Ropes	n. 7.70
Hk. Tramways	s. 7
Peak Trams, old	s. 80 cts.
Do. new	n. 3 1/2
Steam Laundries	b. 10
Steel Foundries	n. 11 1/2
Water-boats	b. 5 1/2
Watsons	n. 12
Wm. Powells	b. 27 1/2
Wisemans	b. 27 1/2

Hongkong, Jan. 17, 1920.

Registration 9.45 a.m. Letters 10.30 a.m.

Macao—Per CHUNCHOW, 22nd Jan., 4.30 p.m.

FRIDAY, 23RD JANUARY.

Macao—Per SUI AN, 23rd Jan., 8.30 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and Europe via MARSEILLES—Per INABA MARU, 23rd Jan., Reg. 9.45 a.m. Letters 10.30 a.m.

Swatow, Amoy and Foochow—Per HAICHING, 23rd Jan., noon.

Philippine Islands—Per LOONG-SANG, 23rd Jan., 2 p.m.

Japan via Kobe, Canada, United States, C. & S. America & Europe via VICTORIA B.C.—Per IXION, 23rd Jan., Reg. 1.45 p.m. Letters 2.30 p.m.

Macao—Per CHUNCHOW, 23rd Jan., 4.30 p.m.

SATURDAY, 24TH JANUARY.

Macao—Per SUI TAI, 24th Jan., 1.30 p.m.

Macao—Per CHUN CHOW, 24th Jan., 4.30 p.m.

NOTICE.



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